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Ontario. Legislative Assembly

SESSIONAL PAPERS

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VOL. LV—PART VII

FOURTH SESSION

OF THE

FIFTEENTH LEGISLATURE

OF THE

PROVINCE OF ONTARIO

SESSION 1923

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No. 7 — Report of the Inspector of Registry Offices for the year 1922. Presented to the Legislature, April 9th, 1923. *Printed.*

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No. 9 — Report of the Commissioners for the Queen Victoria Niagara Falls Park for the year 1922. Presented to the Legislature, April 30th, 1923. *Printed.*

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No. 34 Report of the Vegetable Growers' Association for the year 1922. Presented to the Legislature, May 1st, 1923. *Printed.*

No. 35 Report of the Corn Growers' Association for the year 1922. *Not Presented.*

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No. 38 Report of the Dairymen's Association for the year 1922. Presented to the Legislature, May 1st, 1923. *Printed.*

No. 39 Report of the Live Stock Branch of Department of Agriculture for the year 1922. Presented to the Legislature, May 1st, 1923. *Printed.*

No. 40 Report of the Bureau of Municipal Affairs upon Housing for the year 1922. Presented to the Legislature, March 5th, 1923. *Printed.*

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No. 53 Report of the Librarian of the Legislative Assembly for the year 1922. Presented to the Legislature, February 9th, 1923. *Not Printed.*

No. 54 Auditors' Report 1921-22, pursuant to provision of Order-in-Council dated October 28th, 1909. Presented to the Legislature, February 26th, 1923. *Printed.*

No. 55 Report of Workmen's Compensation Board for the year 1922. Presented to the Legislature, May 4th, 1922. *Printed.*

No. 56 Report of the Commission to conduct inquiry into the truth or falsity of certain charges, etc., reflecting on the Administration of the Attorney-General's Department in respect of the investigation into the death of Captain Orville Huston, at Fort Frances, December 16th, 1921, etc., etc., etc. Presented to the Legislature, January 25th, 1923. *Not Printed.*

No. 57 Report on Osgoode Hall of the Commission to Inquire, Consider and Report upon the best mode of selecting, appointing and remunerating Sheriffs, etc., etc., etc. Presented to the Legislature, January 24th, 1923. *Not Printed.*

No. 58 Copy of agreement and contract with the United Press, Limited, in connection with printing for the Legislative Assembly. Presented to the Legislature, February 7th, 1923. *Printed.*

No. 59 Copy of agreement and contract with the United Press, Limited, in connection with binding for the Legislative Assembly. Presented to the Legislature, February 7th, 1923. *Printed.*

No. 60 Report of Commissioner under The Extramural Employment of Sentenced Persons Act, 1921, for the year ending October 31st, 1922. Presented to the Legislature, January 24th, 1923. *Printed.*

No. 61 Final Report of the Representative of the Province of Ontario, respecting the Lake Disaster Fund of Canada. Presented to the Legislature, January 24th, 1923. *Not Printed.*

No. 62 Return to an Order of the House, dated 9th February, 1923, That there be laid before this House, a Return of all correspondence between any Minister of the Government, the Civil Service Commissioner or any Officer of the Government and any other person or persons regarding the appointment of Allan MacDonald, formerly Assistant Crown Timber Agent at Fort Frances, in the Rainy River District. Presented to the Legislature, March 5th, 1923. Mr. McCrea. *Not Printed.*

No. 63 Report of Commission to investigate and report upon the accuracy or otherwise of all returns made pursuant to the Crown Timber Act, etc., etc., etc. Presented to the Legislature, January 24th, 1923. *Not Printed.*

No. 64 Return to an Order of the House of June 8th, 1922, That there be laid before this House, a Return of copies of all papers, documents, correspondence, cablegrams, reports and memoranda between any person or persons, companies or corporations, and any member of the Government in reference to the re-purchase or refunding of the loan or loans in connection with which A. H. Pepall was sent to England by the Government in 1920. Presented to the Legislature, January 24th, 1923. Mr. Ferguson. *Not Printed.*

No. 65 Return to an Order of the House of the 6th June, 1922, That there be laid before the House, a Return of copies of all documents, agreements, memoranda, correspondence and papers relating to the Rockfeller Foundation Gift to Toronto University, between the Minister of Education or any other Minister of the Government, or the President, or any other of the University

authorities, and any person or persons whomsoever, with reference to the said gift. Presented to the Legislature, January 24th, 1923. Mr. Marshall. *Not Printed.*

No. 66 Regulations and Orders-in-Council passed since the last Session of the Legislature under the authority of The Department of Education Act or of the Acts respecting Public Schools, Separate Schools or High Schools. Presented to the Legislature, January 25th; February 7th; February 23rd; March 7th; April 6th and May 4th, 1923. *Not Printed.*

No. 67 Return to an Order of the House, dated 16th February, 1923, That there be laid before this House, a Return of copies of all letters, telegrams, papers and documents, evidence and reports in connection with the alleged accident of W. W. Calhoun of Sault Ste. Marie, together with the reports, recommendations, findings, rulings and decision of the Workmen's Compensation Board or any officials under their control or in their employ, and the same be laid upon the table of the House. Presented to the Legislature, March 19th, 1923. Mr. Dewart. *Not Printed.*

No. 68 Return to an Order of the House of the 10th March, 1922, That there be laid before the House, a Return of all correspondence, telegrams or communications between the Attorney-General, the Prime Minister or any member of the Government, N. W. Rowell or R. T. Harding, representing the Attorney-General, and E. W. Backus or any official of the International Lumber Company of Minnesota in connection with the action against the Shevlin-Clarke Company, relative to Berths 45, 49 and 51. Presented to the Legislature, January 26th, 1923. Mr. Ferguson. *Not Printed.*

No. 69 Report of the Agricultural Development Board for the year ending October 31st, 1922. Presented to the Legislature, January 26th, 1923. *Not Printed.*

No. 70 Supplementary Return to an Order of the House of the 25th May, 1922, That there be laid before this House, a Return of the Legislative grants for the year 1922 paid to the Rural, Public and Separate Schools, in the Counties and Districts and to the Urban, Public and Separate Schools in the Counties and Districts which, in accordance with the Provisions of the Amendment to the Schools Act, passed in 1922, were classed as Rural Schools, and received grants as such. Presented to the Legislature, February 1st, 1923. Mr. Cooke. *Not Printed.*

No. 71 Return to an Order of the House, dated 31st January, 1923, That there be laid before this House, a Return showing copies of all correspondence between George Bell, K.C., and the Honourable the Attorney-General in reference to the moving of the Ontario Government Dispensaries to premises adjoining the property of St. Andrew's Church, in the City of Toronto. Presented to the House, February 5th, 1923. Mr. Dewart. *Not Printed.*

No. 72 Report relative to the situation in the Thunder Bay District of Commission to inquire into and report on estimates submitted from time to time to the Hydro-Electric Power Commission of Ontario for the Queenston-Chippawa Power Development and also all estimates for the said work submitted by the said Commission to the Government of Ontario, etc., etc., etc. Presented to the Legislature, February 7th, 1923. *Not Printed.*

No. 73 Return to an Order of the House of the 26th April, 1922, That there be laid before the House a Return showing: (*a*) the total amount received by the Honourable the Provincial Treasurer or his Department, or any department or sub-department of the Government, during the months of August, September and October during each of the years 1919, 1920 and 1921, under the heading of Ordinary Revenue in regard to items mentioned. Presented to the Legislature, February 7th, 1923. Mr. Sinclair. *Not Printed.*

No. 74 Statement showing all sums credited to the Highway Improvement Fund and all payments chargeable thereto for the fiscal year ending 31st October, 1922. Presented to the Legislature, February 8th, 1923. *Not Printed.*

No. 75 Reports of Clarkson, Gordon and Dilworth upon the accounts of the Hydro-Electric Power Commission of Ontario for the year ending 31st October, 1920 and 1921. Presented to the Legislature, April 13th, 1923. *Printed.*

No. 76 Statement and Report of the Ontario Athletic Commission and of the Auditor thereof, for the year ending October 31st, 1922. Presented to the Legislature, February 23rd, 1923. *Not Printed.*

No. 77 Return to an Order of the House of the 7th February, 1923, for a Return of copies of all letters, telegrams, and all other evidence of investigation in connection with the alleged accident to one Mansford H. Clement, deceased, formerly of Orillia, Ont., and that a copy of the discussion of the Workmen's Compensation Board on same be also returned and laid on the table of the Legislature for inspection by the House. Presented to the Legislature, February 26th, 1923. Mr. Johnston (Simcoe). *Not Printed.*

No. 78 Report of the Board of Visitors, respecting the Homewood Sanatorium, Guelph. Presented to the Legislature, February 26th, 1923. *Not Printed.*

No. 79 Report on the Central Ontario System of the Commission to enquire into and report upon (1) all estimates submitted from time to time for the Queenston-Chippawa Power Development, etc., etc., etc. Presented to the Legislature, March 5th, 1923. *Not Printed.*

No. 80 Return to an Order of the House, dated 9th of February, 1923, That there be laid before this House, a Return showing the names of members of the permanent staff of the Hydro-Electric Commission of Ontario, who have been granted an increase in salary since January 1st, 1923, also showing the amount of increase in each case. Presented to the Legislature, March 21st, 1923. Mr. McLeod. *Not Printed.*

No. 81 Return to an Order of the House, dated 12th of March, 1923, That there be laid before this House, a Return (*a*) of all evidence and proceedings, including all exhibits and documents, as taken in the Northern Ontario Fire Investigation before the Fire Marshal of Ontario. (*b*) Copies of all correspondence carried on by the Fire Marshal of Ontario, counsel employed in investigation, and officials of Fire Marshal's Department with all persons, including the Government and the members of the Fire Relief Committee. (*c*) Copies of all correspondence carried on by the Premier, or any member of his Government, or his Department, relating to the said fire, and regarding the appointment of a Fire Relief Committee, including the appointment of said Committee. Presented to the Legislature, March 21st, 1923. Mr. Ferguson. *Not Printed.*

No. 82 Return to an Order of the House, dated 14th of March, 1923, That there be laid before this House, a Return showing in detail the estates from which succession duties came in 1921 and 1922, similar to the particulars published theretofore in the Public Accounts, and that hereafter such particulars be published yearly in the Public Accounts as has been customary. Presented to the Legislature, March 21st, 1923. Mr. J. W. Curry. *Not Printed.*

No. 83 Return to an Order of the House dated 14th March, 1923, That there be laid before this House, a Return of a copy of the report made by Harbinger & Allen, chartered accountants, of their investigation into the Department of Lands and Forests, and same to be laid upon the Table of the House. Presented to the Legislature, March 27th, 1923. Mr. Marceau. *Not Printed.*

No. 84 Report of the Ontario Provincial Police for the year 1922. Presented to the Legislature, April 6th, 1923. *Printed.*

No. 85 Return to an Order of the House dated 16th March, 1923, That there be laid before this House, a Return of copies of all estimates, cruises, explorations, maps and reports of every description in connection with the area north of Cochrane, received by the Government prior to and since the commencement of construction work on the T. & N. O. Railway. Presented to the Legislature, April 6th, 1923. Mr. MacBride. *Not Printed.*

No. 86 Return to an Order of the House dated 14th March, 1923, That there be laid before this House, a Return of dates of meetings held by the Board of Governors, Toronto University, since 1915, with the names of those attending such meetings. Presented to the Legislature, April 6th, 1923. Mr. Watson. *Not Printed.*

No. 87 Return to an Order of the House dated 16th March, 1923, That there be laid before this House, a Return of all applications for licenses to spear or net fish in Hamilton Bay for the years 1920, 1921, 1922. 2. List of names of those who secured licenses to spear or net fish in Hamilton Bay for the years 1920, 1921 and 1922. 3. List of names of those who applied for, and the names of those who secured special permission or licenses to spear or net fish in the spring in Hamilton Bay, during each of the above mentioned years, and the authority under which such special permission was given. Presented to the Legislature, April 6th, 1923. Mr. Halcrow. *Not Printed.*

No. 88 Report of the Public Service Superannuation Board for the year 1922. Presented to the Legislature, April 9th, 1923. *Printed.*

No. 89 Report of the Minimum Wage Board for the year 1922. Presented to the Legislature, April 12th, 1923. *Printed.*

No. 90 Report on Sandwich, Windsor and Amherstburg Railway and Windsor and Tecumseh Electric Railway of the Commission to enquire into and report upon: 1. All estimates submitted from time to time to the Hydro-Electric Power Commission of Ontario for the Queenston-Chippawa power development, and also all estimates for the said work submitted by the said Commission to the Government of Ontario. 2. The reason for increases from time to time in the estimates for the Queenston-Chippawa power development, etc. Presented to the Legislature, April 16th, 1923. *Not Printed.*

No. 91 Report of the Civil Service Commissioner of Ontario for the year ending 31st October, 1922. Presented to the Legislature, April 26th, 1923. *Printed.*

No. 92 Return to an Order of the House of the Nineteenth day of April, for a Return of copies of all letters, telegrams, papers, documents and reports in connection with the accident of James F. Devine, Cochrane, Ontario, together with reports, recommendations, findings, rulings, and decisions of the Workmen's Compensation Board or any officials under their control or in their employ and the same be laid upon the table of the House. Presented to the Legislature, April 20th, 1923. Mr. Marceau. *Not Printed.*

No. 93 Return to an Order of the House of the Nineteenth day of April, for a Return of all letters, telegrams, papers, documents, and reports in connection with an accident to Eugene Seguin, North Bay, working with his father for Michael Dweyer, who is a sub-con-

tractor of Mr. Satchell, contractor for the Spanish River Pulp and Paper Company, together with reports, recommendations, findings, rulings, and decisions of the Workmen's Compensation Board, or any officials under their control or in their employ. Presented to the Legislature, April 20th, 1923. Mr. Marceau. *Not Printed.*

No. 94 Return to an Order of the House of the Nineteenth day of April, for a Return of (1) all copies of documents, papers, letters and correspondence in connection with the proposal of the Government that Spadina House should be used as the offices for the Workmen's Compensation Board; (2) of all documents, papers, letters, correspondence and minutes concerning the refusal of the Chairman of the Workmen's Compensation Board or the Board to have the staff under the Workmen's Compensation Board placed under the Civil Service Act; (3) of a report setting out the number of pay roll auditors in 1915 and 1916, and of the number of contributing firms in each of these years respectively; and also of the number of auditors in 1922 and the number of firms contributing in that year. Presented to the Legislature, April 20th, 1923. Mr. Dewart. *Not Printed.*

No. 95 Return to an Order of the House of the Nineteenth day of April, for a Return showing all the different tables used by the Workmen's Compensation Board for computing Pension Reserves, with the dates during which each table was in force and copy of the minute or resolution adopting new tables at any time with the date of such minute. Presented to the Legislature, April 20th, 1923. Mr. Dewart. *Not Printed.*

No. 96 Return to an Order of the House of the Nineteenth day of April, for a Return showing copies of all correspondence, telegrams, reports of investigation relating to the claim 264,504, made to the Workmen's Compensation Board for injuries received by C. J. Halliday whilst employed as foreman carpenter by W. J. Fletcher, as well as all correspondence, reports, etc., dealing with the subsequent demand by the said Board for fees from the said Halliday as an employer of labour. Presented to the Legislature, April 20th, 1923. Mr. Tolmie. *Not Printed.*

No. 97 Return to an Order of the House, showing copies of all correspondence, telegrams, reports or recommendations relating to the removal from office of Fortunat Cadieux, Bailiff of the First Divisional Court, County of Prescott (county town of L'Orignal), and the appointment of Albert Rochau in his place. Presented to the Legislature, April 20th, 1923. Mr. Evanturel. *Not Printed.*

No. 98 Report of Mothers' Allowances Commission for the year 1922. Presented to the Legislature, April 30th, 1923. *Printed.*

No. 99	Return to an Order of April 19th, 1923, for a Return of copies of all correspondence, reports, documents and papers between the Workmen's Compensation Board and the Public Works Department, or any other Department of the Government or persons, and between any Department of the Government and the Workmen's Compensation Board or any person or persons, in connection with the death of Harry S. Scott, and payment of any moneys to the widow of the said Harry S. Scott of Orillia, and any ruling of the Treasury Department. Presented to the Legislature, April 30th, 1923. Mr. John A. Currie. *Not Printed.*
No. 100	Statement on distribution of Statutes. Presented to the Legislature, May 1st, 1923. *Not Printed.*
No. 101	Return to an Order of the House of 16th March, 1923, That there be laid before this House, a Return of all applications, recommendations, letters, telegrams, papers and other correspondence having reference to the appointment to positions in the Algonquin Park, of the following:—E. C. Brewer, G. A. Holmberg, F. Lovesey, M. Newell, C. Ryan, T. Saraza, D. Stringer, A. Grant, W. A. Mooney, J. P. Foran, P. J. Gervais. Presented to the Legislature, May 2nd, 1923. Mr. Marceau. *Not Printed.*
No. 102	Return to an Order of the House of the 14th March, 1923, for a Return of copies of all letters, telegrams, recommendations and other correspondence having reference to the appointment of Mark Robinson as temporary park superintendent of Algonquin Park, and to the proposed appointment of the same person as permanent superintendent of Algonquin Park. Presented to the Legislature, May 3rd, 1923. Mr. Marceau. *Not Printed.*
No. 103	Report of the Soldiers' Aid Commission for the year ending 31st October, 1923. Presented to the Legislature, May 4th, 1923. *Not Printed.*

BUREAU OF MUNICIPAL AFFAIRS

Reports of

Municipal Water Works and Gas Systems

for 1921

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
Printed and Published by Clarkson W. James, Printer to the King's Most Excellent Majesty
1923

Printed by
THE UNITED PRESS LIMITED
400 Richmond St. W.
TORONTO

To His Honour Henry Cockshutt, Esquire,
Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

I have the honour to present to you the report of the Bureau of Municipal Affairs for the year 1922 with reference to the Municipal Systems of Water Works and Gas Works reports for the previous year.

H. C. Nixon,
Provincial Secretary.

Parliament Buildings,
Toronto, January, 1923.

Parliament Buildings,
Toronto, January, 1923.

To The Honourable H. C. Nixon, M.P.P.
Provincial Secretary of the Province of Ontario.

Sir,—I have the honour to present to you the report of the Bureau of Municipal Affairs for the year 1922 with reference to the Municipal Systems of Water Works and Gas Works reports for the previous year.

I have the honour to be, Sir,

Your obedient servant,

J. A. Ellis,
Director.

MUNICIPAL WATER WORKS.

Statements Compiled from Municipal Returns for the Year Ending 31st December, 1921.

Municipality	Year of Installation	Population	Gallons of Water Consumed During Year	Earnings	Operating Expenses	Assets	Liabilities	Net Profit	Net Loss	Average daily consumption per head in gallons
Acton	1920	1,594	4,046,400	$1,299 26	1,216 43	$130,908 68	$127,536 90	.....	6,214 42	72.44
Alexandria	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alliston	1892	1,301	38,310,000	4,987 98	4,481 58	25,377 08	5,580 72	.....	370 39	62
Amherstburg	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arnprior	1901	4,129	240,389,808	14,403 99	8,641 16	103,362 11	29,331 57	1,635 30	.....	166
Aurora	1888	2,300	36,500,000	4,297 37	3,938 73	57,922 58	14,524 91	358 64	.....	43.478
Aylmer	....	2,241	.....	9,121 22	8,022 46	.....	.....	.....	.....	.....
Barrie	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beamsville	1895	1,200	.....	2,930 27	4,048 10	33,591 71	4,621 55	.....	.....	.....
Beeton	1893	580	.....	2,237 25	1,546 63	22,140 62	10,268 67	690 62	.....	.....
Belleville	1888	1,600 12,400	640,150,000	40,431 50	27,122 14	341,421 47	341,421 47	8,690 13	.....	125.5
Bothwell	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bracebridge	1895	2,517	36,000,000	5,346 52	2,491 00	71,980 00	33,089 00	645 67	.....	39
Brampton	1882	4,404	126,725,000	22,241 25	7,474 04	196,027 06	69,658 89	6,699 21	.....	78.9
Brantford	1888 1889	33,500	907,837,501	120,176 55	62,518 99	1,505,376 59	1,348,206 83	1,255 61	.....	79.3
Bridgeburg	1906	2,350	182,500,000	7,424 15	7,304 55	.....	34,062 62	.....	.....	78
Brockville	1892	9,500	1,023,234,613	50,026 89	44,701 66	518,079 88	453,506 72	.....	8,443 55	164
Burlington	1909 1910	2,438	127,442,520	15,884 81	15,540 19	105,538 48	100,209 31	.....	.....	.....
Campbellford	1889	2,995	.....	2,943 45	2,296 73	46,833 00	.....	599 53	.....	.....
Carleton Place	1915	4,000	.....	9,639 69	6,312 94	207,014 55	232,277 83	.....	9,836 99	.....
Chapleau	1909 1910	2,350	80,422,040	11,173 48	9,919 94	69,073 72	51,414 15	.....	3,325 29	98
Chatham	1899	16,800	573,190,000	60,193 10	28,169 67	183,732 78	137,423 94	3,205 57	.....	94.2
Clinton	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobalt	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cochrane	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coldwater	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collingwood	1889	7,300	240,720,000	14,302 71	12,872 73	96,543 54	75,826 28	1,429 98	.....	91
Cornwall	1887	8,000	.....	25,877 89	16,751 71	208,699 56	89,573 20	.....	663 82	.....
Creemore	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deseronto	1906	1,928	.....	2,799 77	8,854 01	73,295 86	20,787 52	.....	6,054 24	.....
Dresden	1911 1912	1,393	.....	978 53	4,113 99	41,748 15	37,178 57	.....	.....	.....

Dundas	1884	5,100	33,491,794	17,308 14	7,290 90	208,404 07	151,480 16	.....	275 67	18
Dunnville	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira	1908	2,400	24,000,000	5,141 72	1,894 94	47,396 30	34,034 38	1,494 85	.....	30
Englehart	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Essex	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Exeter	1910	1,458	25,550,000	5,089 93	4,175 13	35,575 20	34,946 70	.....	82 40	48
Fort Erie	1912	1,600	27,375,000	4,696 38	5,095 45	68,865 23	39,308 23	.....	.....	30
Fort Frances	1907	3,000	127,750,000	14,350 75	4,095 44	117,871 57	74,815 65	2,734 39	.....	117
	1908									
Fort William	1898	20,086	912,500,000	132,547 51	29,313 72	1,833,909 16	1,871,321 92	7,062 87	.....	125
Galt	1892	13,332	488,306,770	58,963 58	59,179 42	567,551 60	555,622 51	.....	215 84	101
Gananoque	1903	3,460	107,020,000	13,438 59	8,550 41	296,611 34	189,009 60	.....	1,313 74	85
	1905									
Georgetown	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goderich	1888	4,285	209,587,280	13,453 97	13,761 05	88,133 96	30,951 08	.....	307 08	.....
Grimsby	1904	1,889	91,250,000	6,801 06	7,303 06	88,694 23	77,832 73	.....	502 00	132
Gravenhurst	1906	1,800	45,000,000	5,159 93	5,053 12	47,893 40	38,364 46	106 81	.....	100
Guelph	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Haileybury	1909	3,700	36,300,000	12,053 67	8,236 13	152,125 00	96,995 12	.....	3,135 84	33.16
Hamilton	1859	114,766	5,501,258,230	504,225 88	174,754 98	5,571,389 01	2,977,608 39	.....	.....	131.3
Hanover	1901	.....	.....	3,039 23	3,709 08	56,420 36	35,700 56	.....	1,306 77	.....
Hawkesbury	1903	5,558	200,000,000	14,161 36	15,229 04	209,974 98	209,206 28	.....	3,758 24	98.5
Hespeler	1916	2,853	.....	8,323 40	2,981 98	90,682 73	78,554 59	1,017 41	.....	.....
Huntsville	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ingersoll	1890	5,500	146,000,000	20,786 61	19,827 02	184,560 87	140,933 35	959 59	.....	72.8
Iroquois	....	.....	.....	2,035 81	1,830 31	25,083 00	25,083 00	.....	261 61	.....
Kenora	1898	5,433	292,000,000	33,648 07	20,103 70	285,276 79	283,034 35	.....	1,141 50	150
Kincardine	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston	....	23,000	1,438,234,000	60,834 51	54,345 52	479,201 92	232,600 00	6,488 99	.....	127
Kingsville	1894	1,800	1,080,000	9,142 17	10,486 79	64,000 00	16,217 62	.....	1,344 62	30
Kitchener	1889	22,717	590,275,750	75,585 46	48,562 05	592,642 78	382,124 52	7,132 41	.....	71
Leamington	1899	3,668	160,085,900	18,483 25	16,636 78	100,000 00	85,573 69	.....	6,346 48	119.$\frac{7}{12}$
Leaside	....	303	53,979,696	14,919 78	17,453 68	50,973 46	30,290 08	.....	.....	.....
Lindsay	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Listowel	1903	2,429	.....	9,790 69	10,211 50	71,210 67	74,117 53	.....	.....	.....
London	1879	60,000	1,916,991,000	246,334 16	118,683 53	1,902,823 74	1,902,823 74	34,733 56	.....	87.5
Lucknow	1890	887	Fire Protection	.....	1,829 38	10,000 00	.....	.....	.....	.....
Markdale	....	.....	.....	2,093 83	6,535 38	.....	24,019 12	.....	.....	.....
Markham	1890	941	5,150,000	3,107 46	1,083 54	30,558 33	22,995 77	69 64	.....	15
Massey	1908	684	.....	1,693 00	20 00	25,500 00	13,669 00	143 00	.....	.....
Matheson	1919	246	.....	4,878 96	3,955 32	43,257 62	9,212 14	.....	1,058 46	.....
Merritton	1889	2,586	.....	9,520 65	5,407 16	103,831 89	.....	4,685 36	.....	.....
Midland	1901	7,000	.....	23,676 14	22,104 62	192,173 23	176,206 71	1,571 52	.....	.....
	1902									
Milton	1887	1,850	.....	2,700 00	500 00	40,000 00	7,436 36	2,200 00	.....	.....
Mimico	1914	4,385	63,906,813	11,730 29	10,457 70	160,733 67	159,751 40	1,272 59	.....	40
Mitchell	1873	1,686	.....	5,060 28	1,873 29	29,528 35	16,905 00	553 46	.....	.....

MUNICIPAL WATER WORKS.—Continued

Municipality	Year of Installaion	Population	Gallons of Water Consumed During Year	Earnings	Operating Expenses	Assets	Liabilities	Net Profit	Net Loss	Average daily consumption per head in gallons
Morrisburg	1880	1,500		4,500 57	2,064 15	25,000 00				
Mount Forest	1872	2,000		6,185 81	6,170 22	37,429 02	39,196 80	15 59		
New Liskeard	1907	2,000	64,000,000	8,400 77	5,242 26	121,223 00			151 49	90
Newmarket	1887	4,000	25,500,000	7,126 07	4,178 00		22,534 14	895 93		
Napanee										
Niagara	1891	1,714		10,993 62	8,422 68	67,321 70	29,314 24		109 53	
Niagara Falls	1884	15,895	1,313,040,000	55,990 00	28,646 53	364,222 72	72,000 03	10,343 47		200
Norwich	1914	1,307	30,000,000	5,503 13	1,697 31	53,581 83	48,086 64		463 38	18
North Bay	1891 1919	11,402		43,494 47	31,302 32	209,136 45	138,733 38	4,799 96		
Oakville										
Orangeville	1895	2,427		5,239 54	1,544 77	59,845 67	9,910 96			
Orillia	1913	8,000	223,690,729	30,282 16	13,779 49	256,398 80	149,778 64	127 05		76.4
Oshawa										
Ottawa Eastview and Rockliffe	1874 to 1917	117,899	7,772,949,700	477,913 51	236,771 31	4,822,387 70	3,619,330 01	31,107 15		180.7
Owen Sound	1880	12,013	365,000,000	27,247 34	9,695 71	394,942 47	192,312 25	11,911 89		
Palmerston										
Paris	1882	4,346	131,400,000	10,205 00	7,304 00	110,561 00	22,500 00	462 00		82.83
Parkhill										
Parry Sound	1892	3,500	124,364,000	15,183 48	8,928 34	102,753 51	30,021 94	1,615 60		97
Penetanguishene	1890	4,000	72,000,000	11,637 82	7,003 93	84,487 18	30,554 35	1,333 68		
Peterborough	1882 1902	21,439	98,115,000	99,185 42	90,023 39	1,055,884 31	1,046,555 33	9,162 03		149
Pembroke	1893	7,947	281,101,000	25,617 86	11,919 68	379,315 26	224,209 03		2,544 04	96.91
Petrolia	1896	3,025	316,995,000	25,043 94	27,943 93	194,087 00	36,105 73			190
Picton	1887	3,500	54,750,000	9,989 64	7,694 36	42,631 02	4,557 49	2,295 28		33
Port Arthur	1903 1913 1914	15,300	1,658,063,801	125,325 23	46,094 56	1,737,336 23	1,748,723 27		11,387 04	152.3
Port Colborne	1898	3,425	86,400,000	4,740 45	3,762 43	77,000 00	58,916 79			60
Port Dalhousie	1920 1921	1,565	9,592,331	3,301 50	2,652 20	154,477 12	153,827 82	649 30		16.75
Port Elgin										
Port Hope	1896	5,000	55,980,000	9,667 74	9,330 92	149,714 47	90,960 61	573 09		30
Port Perry	1902	1,200	2,500,000	1,236 47	1,237 00	20,424 00	10,500 00		53	25
Port Stanley										

Prescott	1900	2,758	109,500,000	10,662 38	10,403 01	72,483 79	49,063 54	.....	.....	.....
Preston	1907	5,547	85,125,000	26,051 70	22,308 29	205,164 27	205,164 27	3,743 41	.....	40
Rainy River	1910	1,404	36,500,000	4,570 00	5,770 37	48,882 42	44,684 27	.....	2,827 86	71
Renfrew	1897	4,963	365,354,200	18,425 79	10,641 66	202,795 31	101,053 41	1,112 93	.....	177
	1898									
Ridgetown	1912	2,150	18,000,000	5,596 20	3,198 62	64,537 58	32,720 05	.....	.....	'23
Sarnia	1875	16,155	141,335,000	87,360 11	68,836 40	643,238 45	526,708 62	.....	18,372 26	239
Sault Ste Marie	1914	23,000	1,286,160,000	96,572 99	34,825 07	.....	.....	3,496 75	.....	153.2
Sandwich	1892	4,922	185,283,000	11,652 18	11,307 68	191,993 10	177,232 69	.....	.....	103
Seaforth	1881	1,981	.....	2,274 25	2,339 62	13,219 52	4,000 00	.....	1,065 37	.....
Shelburne	1889	1,101	10,850,000	2,858 50	1,564 40	26,000 00	8,042 43	.....	.....	30
Simcoe	1907	4,000	54,713,000	14,597 54	8,255 20	110,490 41	59,990 17	1,117 24	.....	37
Smith's Falls	1900	6,592	500,545,000	33,460 00	14,372 44	238,075 05	165,127 26	.....	2,103 93	161
Southampton	1901	.....	.....	8,029 49	7,873 39	46,315 77	25,887 56	.....	.....	.....
Stayner	1898	927	.....	2,291 86	733 57	25,000 00	8,330 42	598 29	.....	.....
Steelton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Catharines	1879	25,000	1,536,500,167	87,532 21	22,207 19	1,267,381 05	662,862 39	33,029 28	.....	160
St. Thomas	1890	20,000	648,082,000	62,500 76	54,000 00	929,913 25	496,815 40	8,500 76	.....	89
St. Marys	1899	4,000	76,049,450	13,027 33	12,006 46	91,330 35	47,108 05	1,020 87	.....	52.1
Stratford	1883	18,000	431,684,000	55,081 68	51,328 20	571,966 35	553,590 67	.....	.....	.....
Stouffville	1897	1,050	.....	1,868 72	1,714 52	32,205 45	13,291 00	581 72	.....	.....
Strathroy	1903	2,701	70,000,000	8,361 60	12,082 04	73,745 15	77,465 59	.....	3,720 44	.....
Sturgeon Falls	1921	4,000	.....	7,433 32	3,054 33	.....	.....	.....	.....	.....
Sudbury	1895	9,098	398,100,000	39,752 53	20,902 68	321,406 53	190,489 10	.....	343 76	119.8
Tavistock	1911	1,003	8,030,000	4,941 21	4,596 31	30,769 62	20,769 57	344 90	.....	22
Teeswater	1889	807	.....	.....	850 00	3,000 00	456 20	.....	.....	.....
Thamesville	1910	807	.....	1,053 68	2,998 80	211,000 00	7,849 42	.....	.....	.....
Thessalon	1901	1,750	.....	6,353 11	8,998 47	23,000 00	8,542 79	.....	2,645 36	.....
Tilbury	1888	1,892	.....	1,498 05	2,278 05	53,400 00	38,862 27	.....	780 00	.....
Timmins	1914	4,900	157,000,000	27,311 22	19,794 02	162,099 00	111,039 53	.....	3,829 75	88
Toronto	1873	522,666	24,139,680,000	2,962,294 71	1,700,058 67	21,243,107 39	21,243,107 39	302,508 32	.....	126.55
Tottenham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trenton	1891	6,000	109,505,000	8,662 79	5,871 94	26,963 21	22,514 60	1,485 27	.....	50
Walkerton	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wallaceburg	....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo	1899	5,976	157,267,000	22,786 78	12,460 25	186,720 22	112,644 39	4,875 33	.....	72
Welland	1882	8,880	912,500,000	43,694 67	43,578 29	287,192 66	172,808 97	116 38	.....	.....
	1912									
Weston	1910	3,100	75,000,000	14,013 63	4,955 71	142,877 41	142,877 41	3,712 78	.....	65 to 75
	1911									
Whitby	1904	3,975	150,000,000	12,910 52	9,689 36	117,717 76	78,686 85	.....	3,112 17	100
Wiarton	1888	1,754	133,225,000	6,022 40	6,416 86	52,000 00	11,199 04	.....	700 46	208.15
Wingham	1879	2,454	36,500,000	6,070 96	3,814 47	73,313 94	54,772 53	.....	.....	40.79
Woodstock	1880	10,164	420,380,550	34,351 90	19,319 08	377,626 09	174,486 99	7,795 11	.....	113
York Tp	1918	51,700	215,599,000	63,147 15	90,112 11	1,794,380 45	1,822,345 41	.....	27,964 96	12

MUNICIPAL

Statement Compiled from Municipal Returns

Municipality	Population	Domestic Consumers	Commercial Consumers	Number of feet consumed during year	Number of feet purchased during year	Price Paid per 1,000 Feet	Price received per 1000 feet
Belleville	12,243	1,990	10	22,000,000	.....	.....	$1.85
Brockville	9,377	Total Consumers	2,041	34,921,700	.....	.....	$2.00
Guelph	17,500	Total Consumers	3,764	90,000,000	.....	.....	$1.54
Kingston	.....	.....	.....	.....	.....	.....	.....
Kitchener	22,717	Total Consumers	4,032	84,539,200	.....	.....	$1.80– $1.70 and $1.60
Owen Sound	12,018	1,288	132	22,340,000	.....	.....	$2.04½
St. Thomas	.....	.....	.....	.....	.....	.....	.....
Waterloo	5,976	917	4	13,074,857	.....	.....	$2.90–2.25

NATURAL

Leamington	.....	1,139	.....	182,959,000	182,959,000	.15 .24	.40 and .25

GAS WORKS

for the Year Ending 31st December, 1921.

Earnings	Operating Expenses	Assets	Liabilities	Net Profit	Net Loss	
$51,022 42	$57,223 75	$185,098 48	$185,098 48	.....	$6,201 33	.....
68,955 92	65,429 26	173,580 45	90,016 34	$3,526 66	.....	.....
39,325 72	115,880 05	365,775 62	82,447 10	14,414 20	.....	.....
.....	.....	.....	.....	.....	.....	.....
163,147 27	116,070 25	466,919 52	457,634 11	6,057 81	.....	.....
56,711 74	47,029 54	246,427 59	153,202 82	169 36	.....	.....
.....	.....	.....	.....	.....	.....	.....
34,022 92	28,052 79	82,108 24	52,307 88	5,970 13	.....	.....

GAS

$54,165 17	$37,679 66	$40,000 00	$5,494 61	$15,077 85	.....	.....

Twenty-first Annual Report

OF THE

Temiskaming and Northern Ontario Railway Commission

ONTARIO GOVERNMENT RAILWAY

Hon. E. C. Drury, Premier

For the Year Ending October 31st

1922

PRINTED BY ORDER OF

THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:

Printed and Published by Clarkson W. James, Printer to the King's Most Excellent Majesty

1923

Printed by
THE UNITED PRESS LIMITED
400 Richmond St. W., Toronto

To His Honour Henry Cockshutt, Esq.,
Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned has the honour to present to Your Honour the Twenty-first Annual Report of the Temiskaming and Northern Ontario Railway Commission for the fiscal year ended October 31st, 1922.

Respectfully submitted,

E. C. Drury,
Prime Minister and President of the Council.

The Honourable E. C. Drury,
Prime Minister and President of the Council,
Parliament Buildings, Toronto, Ontario.

Sir,—I have the honour, by direction, to submit, herewith, the Twenty-first Annual Report of the Temiskaming and Northern Ontario Railway Commission for the fiscal year ended October 31st, 1922.

I have the honour to be, Sir,

Your obedient servant,

W. H. Maund,
Secretary-Treasurer.

North Bay, January 25th, 1923.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION

GEO. W. LEE	Chairman, North Bay.
COL. J. I. McLAREN	Commissioner, Hamilton.
LT.-COL. L. T. MARTIN	Commissioner, Ottawa.
W. H. MAUND	Secretary-Treasurer, North Bay.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY

REVIEW FISCAL YEAR, 1922

The year 1922, to a considerable extent, was one of uncertainty in the business world, but towards the end a period of well-defined progress manifested itself, and the beginning of 1923 finds the country generally facing conditions of much encouragement, with actual evidences of a gradual but certain return to national prosperity.

There exists no better indications of national business affairs than those indicated by the earnings of the railways, and the fact that during the last period of the year these were materially advanced, shows the marked improvement that may be rightly anticipated in the near future. Even after the crop movement had subsided—and this undertaking was a triumph for the railways of of Canada—the general freight conditions continued to show marked improvement. Given a fair average of crop yield over a short period of years and Canada's prosperity is again assured. It is true that the country is faced with great problems, particularly so far as its railways are concerned, but when the vacant spaces of the west and north are filled with wealth-producing inhabitants, these problems will be a thing of the past.

The question of railway rates is of the greatest possible interest to every citizen of this country and it will, therefore, be of interest to point out that Canada enjoys cheaper transportation than is afforded by any other country in the world, and it is quite possible that the rates will be materially reduced due to changed conditions consequent upon a natural increase in population.

Whatever the result may be of the present general endeavours to extend the use of electric power in Ontario for the transportation of freight and passengers, there is not doubt but that our greatest future undertaking lies in the substitution of water-produced energy for coal-produced power. We have no coal in Ontario and relatively very little mineral oil, and the one thing capable of producing light, heat and power energy is the utilization of our water power, with which the Province is abundantly blessed. The time should not be far distant when this source of energy will be applied in a marked degree to the railroads of this country, and electrical horse power will be at the service of every citizen of Ontario, drawn from the inexhaustible reservoirs of Niagara, St. Lawrence Rapids, St. Mary's Falls, and the rivers of Northern Ontario. This important matter, as relating to T. &. N. O. Railway, is now one of consideration.

The operation of the Temiskaming and Northern Ontario Railway during the past fiscal year has been eminently satisfactory as a whole, considering that the general business of the country did not improve to any noticeable extent until the last half of the year.

The total revenue tonnage carried in 1922 was 1,185,453 net tons of which approximately fifty per cent. (50%) was represented by forest products, as compared with 1,298,405 in 1921, a decrease of 112,952 tons equal to 8.7 per cent.

Passenger service revenue also decreased approximately ten per cent. (10%), but both these reductions in revenue earnings were more than offset by the reduction in operating expense.

Statistical statements appended show that Commission's gross revenue in 1922 was $353,572.28 less than preceding years, equal to eight per cent. (8%), while gross operating expenditure decreased $736,375.13, equal to eighteen

per cent. (18%). The net results of operations in 1922 show an earning of $712,505.23, as compared with $181,778.87 in 1921, an increase of $530,726.34, equalling two hundred and ninety-two per cent. (292%). This was, therefore, the best financial year in the annals of the railway, and the net results shown above would have been materially increased, except for the unfortunate conditions brought about by the forest fires of October, 1922, which resulted in several items of uncontrollable loss and added expenditure approximating $103,000.00.

In addition to this amount, the Commission provided $50,000.00 as a nucleus for the requirements of the recently inaugurated Pension Fund Account, and also anticipated repair work to general rolling stock approximating $100,000.00. We, therefore, rightly conclude that except for these special items, the net results for the past fiscal year would have closely approached the one million dollar mark ($965,262.94)—a result never before attained.

Government sanction to the extension of the road from Cochrane to James Bay enabled Commission to undertake the first seventy (70) miles and a general contract was awarded to the lowest tenderers, Messrs. Grant, Smith & Company, and McDonnell, Limited, of Vancouver, under date of January 9th, 1922. This contract provided for grading and track-laying to the second crossing of Abitibi River at mileage 44.4, and the completion of the work by October 31st, 1923. Progress of the work has been fairly satisfactory. Contract for the necessary steel bridges was also awarded the Hamilton Bridge Works, Limited, of Hamilton, Ontario, and these structures have been designed and built to meet the requirements of Canadian engineering standard specification for such work. All structures are being built in permanent construction and the bridges and culverts are of steel with concrete foundations, *et al.*, ensuring permanency and stability.

Surveys for the further extension of the road beyond mileage 70 to destination are being made and the route chosen from Cochrane to Moose Factory is one that will best serve to open the northern part of the Province of Ontario to industrial development, and to serve the greatest possible amount of traffic securable from its potential resources.

Hudson Bay beckons. The programme of construction entered upon last fall will not cease until tidewater is reached and new sources of provincial wealth made available through the exploitation of the natural resources of the northland. There are great fur and fishery possibilities, which the completion of the road will render accessible to the large consuming centres of Ontario, Quebec and the Middle West. There are also timber and pulpwood areas of great extent tributary to the Moose, Abitibi and Mattagami Rivers, and the enormous mineral deposits of the Belcher Islands will provide manufacturing Ontario with a commercial grade of iron ore for the general enrichment of the Province.

Insurance against fire has been carried to the extent of $2,541,595.00, as per detailed statement contained in Annual Report.

In conclusion, the railway is in excellent financial and physical condition.

GEO. W. LEE,
Chairman.

COMPARATIVE STATEMENT OF EARNINGS AND EXPENDITURES AND RESULT OF OPERATION, FISCAL YEARS 1921-1922

	1922	1921
REVENUE		
Revenue from transportation	$4,125,272 56	$4,498,159 60
Revenue other than transportation	193,317 99	182,455 82
	$4,318,590 55	$4,680,615 42
OTHER INCOME		
Ore royalties....Dr.	$647 38	$1,320 33
Rent from joint facilities	23,515 21	20,672 62
Lease of road	10,578 03	11,010 82
All other income	9,615 37	1,604 87
	$43,061 23	$34,608 64
Gross Income	$4,361,651 78	$4,715,224 06
EXPENDITURES		
Maintenance of way and structures	$718,761 15	$960,483 34
Maintenance of equipment	648,892 08	735,799 62
Traffic	32,322 86	25,120 34
Transportation	1,782,728 79	2,233,312 72
Miscellaneous operations	59,811 64	58,874 00
General	198,600 12	152,418 44
Transportation for investments....Cr.	12,069 39	586 09
	$3,429,047 25	$4,165,422 38
OTHER EXPENDITURES		
Equipment rental	$218,195 50	$341,234 78
Rent of joint facilities	1,903 80	3,337 38
Interest and exchange	.....	23,450 63
	$220,099 30	$368,022 79
Total Expenditure	$3,649,146 55	$4,533,445 17
NET RESULTS	$712,505 23	$181,778 89

Operating expenditures amount to 79.4 per cent. of gross operating earnings, and net results equal 16.5 per cent. in 1922, as compared with 89 per cent. and 4.08 per cent. respectively in 1921.

Total operating revenue 1922 is less than that of 1921 by $362,024.87 equal to 7.7 per cent.
Total operating expense 1922 is less than that of 1921 by $736,375.13 equal to 17.7 per cent.

1922 gross earnings per mile of operated road	$13,277 50
1922 gross expenditures per mile of operated road	11,108 51
1921 gross earnings per mile of operated road	14,248 44
1921 gross expenditures per mile of operated road	12,608 13
1922 net earnings per mile of operated road	2,168 97
1921 net earnings per mile of operated road	553 36

Fire Insurance

During the year, fire insurance has been maintained on Commission's property to the extent of $2,541,595.00 valuation, with sundry endorsements and amendments, under the following headings:

BUILDINGS AND CONTENTS

Division No. 1—Buildings	$304,730 00	
Division No. 1—Contents	158,900 00	
Division No. 2—Buildings	155,700 00	
Division No. 2—Contents	38,400 00	
Kerr Lake Branch—Buildings	600 00	
Kerr Lake Branch—Contents	100 00	
Charlton Branch—Buildings	7,100 00	
Charlton Branch—Contents	1,300 00	
Porcupine Branch—Buildings	81,700 00	
Porcupine Branch—Contents	23,200 00	
Elk Lake Branch—Buildings	19,100 00	
Elk Lake Branch—Contents	4,700 00	
Nipissing Central Railway—Buildings	12,325 00	
Nipissing Central Railway—Contents	23,140 00	
		$830,995 00

Bridges and Trestles		
Division No. 1	$4,650 00	
Division No. 2	9,000 00	
Kerr Lake Branch	5,000 00	
Charlton Branch	10,150 00	
Porcupine Branch	12,050 00	
Elk Lake Branch	12,400 00	
		53,250 00
Freight		
Merchandise in transit	$250,000 00	
		250,000 00
Rolling Stock		
Properties of other railways	$200,000 00	
Locomotives and tenders	259,000 00	
Passenger equipment	316,700 00	
Freight equipment	406,200 00	
Work equipment	160,650 00	
Electric railway equipment	64,800 00	
		1,407,350 00
		$2,541,595 00

AUDITORS' REPORT

We have pleasure in directing attention to a letter from Edwards, Morgan & Co., Chartered Accountants, Toronto, respecting the accounts.

Geo. W. Lee, Esq., Chairman,
Temiskaming and Northern Ontario Railway Commission,
North Bay, Ontario.

Dear Sir,—

Acting under instructions from the Commissioners, we have conducted an audit of the treasurer's accounts for the year ending October 31st, 1922.

We find that all receipts have been properly accounted for, and satisfactory vouchers produced to cover disbursements. We have checked the balances in the hands of the treasurer, and find them to be correct.

The accounts of the treasurer are in good order and well kept. All information asked for has been cheerfully given. We also wish to acknowledge the courtesies of the Commission and its employees at all times.

Yours very truly,

Edwards, Morgan & Co.

ANNUAL REPORT—LEGAL DEPARTMENT, 1922

Litigation

At the close of the financial year there were no actions pending in which the Commission was defendant,

The only action pending in which the Commission was plaintiff was T. & N. O. v. Abitibi Pulp & Paper Company, Limited. This action is still standing for trial.

During the year the following actions against the Commission were disposed of:

Legault v. T. & N. O.

Action by plaintiff for damages for alleged negligence by Commission in the shunting of one of its cars, at or near Englehart, whereby plaintiff's automobile was damaged and he received personal injuries. Action set down for hearing, but settlement made before trial on terms satisfactory to Commission.

Gamble Robinson Cobalt, Limited v. T. & N. O.

Action by plaintiff for damages to motor truck and contents at Cobalt alleged to have been caused by the negligence of the employees of the Commission. Action dismissed with costs.

Matheson Fire Arbitration

No steps were taken during the year to reopen this matter and same is still standing in abeyance. Meantime, Mr. J. M. Ferguson, K.C., arbitrator appointed on behalf of the claimants, died. No one has been appointed to take his place, although the time for appointing his successor has expired.

Extension North of Cochrane

Contract has been entered into with Grant, Smith & Co., and Macdonell, Limited, for the construction of the Commission's line of railway north of Cochrane on terms satisfactory to the Commission.

Contract has been entered into with Hamilton Bridge Works for construction of bridges over the various crossings in connection with the extension.

Contracts have been entered into with R. S. Potter Lumber Company, Patrick McCool and the Harris Tie and Timber Company, Limited, on terms satisfactory to the Commission for supply of railway ties for the extension.

Grand Trunk Railway, Grand Trunk Pacific, National Transcontinental Railway

This matter is still standing for adjustment. Meantime, the temporary through train service over the Commission's line is being maintained.

North Bay Terminal Facilities

The Grand Trunk Railway is being provided with additional terminal facilities at North Bay under temporary arrangements with the Commission. Negotiations for permanent arrangements are still pending.

A temporary agreement has also been entered into with the Canadian Northern Ontario Railway on terms satisfactory to the Commission providing for the use by that Company of the Commission's terminal facilities at North Bay.

Mining Leases

Right of Way Mines, Limited

The lessee having made an assignment in bankruptcy, the Commission exercised its right of cancellation of the lease and entered into possession of the property. An application was made by the trustee in bankruptcy before the registrar in bankruptcy for an order permitting the trustee to assign the lease to a syndicate which had purchased the assets of the company. The matter is

standing for the present pending negotiations with the syndicate for payment of certain expenses incurred by the Commission in the repair of its right of way and tracks due to a subsidence caused by mining operations.

Re Wright Lot, Cobalt

A lease of part of the lot formerly under lease to the Wright Mining Company, Limited, was granted to General Examining and Development Company, Limited, on terms satisfactory to the Commission.

Damage Claims

As usual a large number of claims have arisen during the year in respect to freight, baggage, etc., lost, destroyed, delayed, mislaid or damaged; also claims for personal injuries and for horses or other animals killed or injured on the Commission's right-of-way. Most of these claims have been adjusted or abandoned, while others are still pending. Save as indicated above, none have been placed in suit.

Agreements, Leases, Contracts, etc.

As usual a great many agreements, leases, contracts and other documents covering various miscellaneous matters between the Commission and others have been prepared and executed.

Nipissing Central Railway

Litigation

At the end of the financial year there were no actions pending in which the Nipissing Central Railway was plaintiff.

The only action in which the Company was defendant was that of Bigelow v. Nipissing Central. Action for damages in connection with collision with automobile at Lang Street Crossing, Cobalt. Action dismissed with costs.

Damage Claims

A number of claims, including some for personal injuries, were made during the year. Some have been settled and others abandoned, but, save as mentioned above, in no case has a writ been issued.

Leases, Agreements, Contracts, Etc.

As usual a considerable number of agreements, contracts, leases and other documents covering various miscellaneous matters between the Company and others have been prepared and executed.

Miscellaneous

Numerous questions of various subjects affecting the Temiskaming and Northern Ontario Railway and the Nipissing Central Railway have arisen during the year calling for the consideration and advice of the legal department.

SUPERINTENDENT'S REPORT

I beg to submit the following report of the Transportation, Maintenance of Way, and Mechanical Departments of the Temiskaming and Northern Ontario Railway for the fiscal year ending October 31st, 1922.

Time Table Changes

Following train service was in effect during the entire period covered by this report and as contained in Time Table No. 50, effective Sunday, October 2nd, 1921:

Main Line

Trains Nos. 17 and 18 daily except Sunday between North Bay C.P.R. depot and Cochrane. C.P.R. sleeper handled on this train making through service between Montreal and Timmins.

Trains Nos. 46 and 47 daily except Sunday between North Bay C.N.R. depot and Englehart. These trains run to and from Toronto via G.T.R.

Trains Nos. 1 and 2, "The Continental Limited," operate daily between Montreal, Que., and Vancouver, B.C., via North Bay and Cochrane.

Branch Lines

Elk Lake Branch—Mixed train service daily except Sunday, connecting with main line trains.

Charlton Branch—Two mixed trains daily except Sunday in each direction, making connections with main line trains.

Iroquois Falls Branch—Four passenger trains daily except Sunday in each direction, making connections with main line trains. Sunday—two passenger trains each way, giving through service to and from points on the Porcupine Branch, and connecting with main line trains.

Porcupine Branch—Three passenger trains daily except Sunday each way between Timmins and Porquis Jct., with one passenger train on Sundays, giving through service to points on the Iroquois Falls Branch and connections with "The Continental Limited."

Maintenance of Way and Structures

Mileage operated as follows:

	Miles	Miles
Main Line		
North Bay to Cochrane		252.29
Branch Lines		
Charlton Branch	7 60	
Porcupine and Iroquois Falls	40.11	
Elk Lake Branch	28.50	
		76.21
Nipissing Junction Spur, leased to G.T.R.		2.10
Yards and Sidings		
Main line and branches	118.09	
Liskeard spur	1.12	
Mattagami River spur	2.96	
		122.17
Double track		1.70
Leased to Nipissing Central Railway		
Main track	10.45	
Yard tracks and sidings	1.55	
Private sidings	1.73	
		13.73
Total Mileage		469.20

Additions

Labour was fairly plentiful in the district served by the railway during this year and the programme of betterments to the property and of maintenance of way was well advanced when the disastrous fire of October 4th occurred.

The damage to railway property was extensive in the area where this fire occurred, especially stations and other buildings.

There was considerable damage to the main track beween Cobalt and Englehart, but by working from both ends and employing all men available trains were operated through early in the afternoon of October 5th.

Owing to the destruction of a portion of the Jean Baptiste trestle on the Elk Lake Branch, traffic on this branch was interrupted until the repairs to this trestle were completed. A temporary service with trains operating on each side of this trestle was maintained while the repairs were in progress.

A small portion of the trestle M.P. 6¼ Charlton Branch was destroyed, but this damage was repaired on October 6th, thus there was very little interruption to the train service on this branch due to damaged track or structures.

The principal buildings destroyed were as follows:

North Cobalt—Station, freight shed and oil house.

Haileybury—Station, freight shed, agent's house, section house, tool house, and oil house.

Maybrook—Shelter station.

Thornloe—Station, freight shed, section house and tool house.

Heaslip—Station, freight shed, section house, section bunk house and tool house.

Dack—Shelter station.

Charlton—Combined station and freight shed and section house.

Kenabeek—Section house.

Boarding and other cars are being used as temporary stations and living quarters for section employees until permanent buildings can be provided.

At the close of the calendar year the following buildings had been rebuilt or were under construction:

North Cobalt—Freight shed and oil house completed. Combined station and agent's dwelling being built by contract.

Haileybury—Freight shed, tool house and oil house completed.

Maybrook—Shelter station replaced.

Thornloe—Freight shed completed.

Heaslip—A standard shelter station provided at this place.

Dack—Shelter station replaced.

Charlton—Combined station and freight shed completed.

The station at Thornloe is to be built this winter, while the construction of the station at Haileybury is to be deferred until the spring of 1923. The section dwellings and other buildings destroyed and not yet rebuilt are to be erected early in the summer of 1923.

On the Elk Lake Branch the top portion of the Jean Baptiste trestle was destroyed, necessitating heavy repairs to this structure.

On the Charlton Branch a small portion of the trestle at M.P. 6¼ was damaged, while on the Long Lake Spur at Charlton the timber trestle was totally destroyed.

Besides the damage to buildings and trestles, a large amount of right-of-way fencing was destroyed on the main line between Cobalt and Englehart, and on the Elk Lake and Charlton Branches.

Although the damage to main track was not large, considering the extent of the fire, the railway suffered a heavy loss in ties, rails and other track material in sidings and spur tracks. This is accounted for by the fact that at many places a considerable quantity of forest products was piled adjacent to the sidings.

The principal additions to property made during the year are as follows:

North Bay Junction

New 150-ton track scales were installed to replace the old ones in order to take care of the increasing business at this place.

Lunch and wash rooms were provided at the coach shop and at the repair tracks.

An extension 12 feet by 14 feet was made to the heater building.

Mulock and Tomiko

Concrete foundations were placed under the section houses at these two places.

Mileage 57.4

A spur siding 1199.0 feet long was put in for Wm. Milne & Sons for loading logs.

Latchford

Extensions totalling 530 feet were made to the sidings in A. J. Murphy's lumber yard.

New Liskeard

A new freight shed of brick construction is now being built by contract. This building is 140 feet long by 30 feet wide, provision being made for offices for the staff at this station. The necessary track changes and extensions were made by our own forces.

Heaslip

A kitchen 12 feet by 16 feet was added to the station dwelling; as noted above this station was destroyed by the fire of October 4th.

Englehart

A new 200-ton mechanical coaling plant of frame construction is now being erected.

The new pump house and six-inch wood pipe line under construction at the close of the last fiscal year was completed.

Dane

A concrete foundation was placed under the kitchen of the section dwelling.

Swastika

An extension 30 feet by 30 feet of frame construction is now being added to the freight shed.

To provide for this extension to the freight shed a considerable quantity of rock was removed from the station grounds by contract.

Sesikinika

A concrete foundation was placed under the kitchen of the section dwelling and other small improvements made to this building.

Ramore

A new combined station and agent's dwelling 37 feet by 25 feet with a freight shed 30 feet by 25 feet attached, all of frame construction, is now being built by contract.

To provide a location for this station on the west side of the track, the passing and loading sidings were moved to the east side of the main line.

The passing track was lengthened, the lengths of these two sidings being now 3,251 feet and 856 feet for the passing track and loading track respectively.

Matheson

A standard stock pen 30 feet by 40 feet was built at this point.

Cochrane

A spur siding 517.0 feet long was put in to serve the warehouse of the Imperial Oil, Limited.

Owing to the track formerly known as the James Bay spur now being used as the main line for the extension north of Cochrane, a spur siding 750 feet long was put in to serve the warehouses located along the old James Bay spur.

M.P. 24.7 Elk Lake Branch

A spur siding 4,260 feet long was put in for the Matachewan Power Company, Limited, for the handling of supplies and materials for that company's power development at Indian Chutes on the Montreal River.

Fielding

A standard shelter station was placed at this point.

Connaught

An extension of 231 feet was made to the St. Maurice Lumber Co.'s siding.

South Porcupine

A side track 590.0 feet long was put in for Geo. D. Hamilton for the handling of lumber to and from his planing mill.

Schumacher

A concrete foundation was placed under the agent's house and a pipeless furnace installed.

Timmins

An extension 25 feet by 45 feet was made to the freight shed.

An extension of 99 feet was made to the Geo. Taylor Hardware siding and an extension of 264 feet was added to the siding at "A" Avenue for John W. Fogg.

Renewals

A large number of wooden culverts were replaced with permanent concrete pipe culverts and necessary repairs made to bridges and buildings by the forces of the B. & B. Department.

No rail renewals were made during the year and only about four miles of ballasting done on the Second District.

The tie renewals were as follows:

Roadmaster's District No. 1	52,352 ties
" " " 2	72,184 "
" " " 3	49,524 "

General Remarks

Equipment, roadbed, track and structures have been fully maintained throughout the year. The report of the Mechanical Department as submitted by the Master Mechanic is attached hereto, also reports of the Chief and District Surgeons.

Respectfully submitted,

W. A. GRIFFIN,

Superintendent.

REPORTS OF DISTRICT SURGEONS

DRS. MCMURCHY, MCMURCHY & CAMPBELL, North Bay, Ont.

I beg to submit annual report for year ending October 31st, 1922.

The officials and men are certainly to be congratulated for their carefulness during the past year—the only fatal injury being L. A. Cusson. The shops have been exceptionally free from accidents, there being only a few minor cases. Four of the major accidents were knees, and three of these were sectionmen.

I feel that it must be owing to the general observance of the "Safety First" rules that there were so few accidents.

Yours very truly,

A. H. MCMURCHY, M.D.

DR. GORDON F. JACKSON, Haileybury, Ont.

I beg to acknowledge your letter of 15th inst. with request for my report for the year ending October 31st, 1922. As all my records were destroyed in the Haileybury fire, I much regret that I am unable to furnish this except from memory. If this will be of any service, and if you will tell me just what you require, I shall be glad to give the matter my immediate attention.

Yours very truly,

GORDON F. JACKSON, M.D.

DR. J. S. MCCULLOUGH, M.A., M.B., New Liskeard, Ont.

I beg to submit herewith the annual report of surgical cases treated by me for the Temiskaming and Northern Ontario Railway, for the year ending October 31st, 1922.

The cases treated were for the most part of slight importance, requiring only one dressing. These included slight injury to hands and feet. There were two cases requiring hospital attention. One case, a man injured at Swastika, suffered severe head injury; and the other, bruises, a fractured arm and a compound comminuted fracture of the patella. This man died after being in the hospital for over a week. The other hospital case was a man who injured his left foot and ankle by falling from a telegraph pole, while engaged repairing the line after the fire of October 4th, left the hospital much improved in a short time.

All of which is respectfully submitted.

Yours very truly,

J. S. MCCULLOUGH,

District Surgeon T. & N. O. Ry.

DR. GEO. COOPER, Englehart, Ont.

Attached please find copy of report ending October 31st. This does not include many minor accidents and visits to passengers on your trains.

Yours very truly.

GEO. COOPER.

Jan.	21st	P. White, cut foot	$2 00
	21st	C. Hough, injured shoulder	6 00
		J. Almack, injured knee	2 00
	22nd	O. Demanno, injured back	4 00
		F. Jacobs, cut head and dislocated shoulder	15 00
		Turner and Clark, run over in yard, sent to hospital	....
		Wallis McLean, injury to eye	4 00
		Jake Graham, fractured ribs	5 00
Feb.	18th	Bert Legary, lacerated finger	5 00
	26th	E. Solway, injured back and shoulder	8 00
	27th	E. Edwards, injured back and shoulder	6 00
Apr.	20th	I. Johnston, contused thumb	6 00
May	17th	A. Jumice, crushed foot	4 00
	22nd	H. C. Moody, wrench back	4 00
June	15th	Sid Spencer, bruised tibia	10 00
	24th	Geo. Robinson, sep. finger	10 00
July	15th	J. Pillsworth, wrenched back	6 00
	29th	H. Bowes, wrenched back	6 00
Aug.	2nd	A. Hough, cut head	5 00
Sept.	20th	E. Edwards, sep. hand	4 00
Oct.	5th	A. Laplante, crushed foot	5 00
	10th	W. Nedeau, cut ankle	2 00
			$119 00

DR. J. G. MCKEE, Elk Lake, Ont.

Report for year ending October 31st, 1922, T. & N. O. Ry.

Visits to members of the Employees' Medical Association, and their families residing in Elk Lake	204
Office calls in Elk Lake	160
Visits along the Elk Lake Branch	48
Minor accidents attended by me	16

No epidemics of sickness during year.
No deaths among employees in my district.

J. G. MCKEE, M.D.

DR. H. H. MOORE, Timmins, Ont.

Enclosed please find my report for the year ending October 31st, 1922, for medical work in Timmins with the T. & N. O. Railway employees.

Yours very truly,

H. H. MOORE.

Report of Employees of Temiskaming & Northern Ontario Railway Receiving Medical Treatment at Timmins, for Year Ending October 31st, 1922

Ailment	No. Cases	Ailment	No. Cases
Abscess	1	Grippe	5
Boils	1	Gastritis	1
Bruised chest	1	Infected neck	1
Chorea	1	Infected mouth	1
Chickenpox	3	Sprained ankle	1
Fractured bone	1	Tonsillitis	2

DR. J. W. FRASER, Cochrane, Ontario.

I beg to submit my report for year ending October 31st, 1922, as follows:

Fractured tibia and fibula	1 case
Fractured rib	1 "
Lacerated hand	7 cases
Lacerated scalp	1 case
Foreign body in eye	8 cases
Crushed foot	2 "

These cases as well as numerous minor injuries were treated during the year.

J. W. FRASER,
District Surgeon.

MOTIVE POWER AND CAR DEPARTMENT

Beg to submit the following report of the Motive Power and Car Department for the year ending October 31st, 1922:

Locomotives

Arrangements have been made with the Canadian Locomotive Company, Limited, Kingston, for the rebuilding of six ten-wheel locomotives, Nos. 121 to 126 inclusive. These engines were originally built by the above company in 1908.

Specifications for this rebuilding includes new firebox and smokebox, superheating, new front end arrangement, new cylinders with piston valves, new front frame rails, new steel front buffer beam, new pilot and extended front coupler. Walschaert valve gear, new spring gear, new steel cab, pneumatic fire door, Nicholson thermic syphon, and brick arch, new steel plate running boards, new water column with gauge glass and gauge cocks, new steam turret, Westinghouse E-T-6 brake complete with 8½ inch cross compound pump, new driver brake rigging and new grate bars complete (table type), with new shaker rigging. The tender will be equipped with self-feeding coal box and new tool boxes.

Box Cars

Arrangements have been made with the National Steel Car Corporation, Hamilton, for the rebuilding of fifty box cars of the series 80000 to 80198.

These cars will be equipped with corrugated steel ends, type D couplers, new brake gear, and new side doors and door fixtures in addition to a general overhauling.

Shop Machinery

During this year the following new machinery tools have been installed:

One 100-ton hydraulic bushing press, and one No. 4 capstan lathe. Order has been placed for a 42-inch geared head engine lathe for delivery early in 1923.

Conductors' Vans

In November, 1921, the Canadian Brill Company, Preston, made delivery of the six vans for which contract was let to the Preston Car and Coach Company.

These vans are of the T. & N. O. standard type, twenty-nine feet over body end sills, equipped with steel underframes, and four-wheel equalized pedestal trucks. Tare weight is approximately 37,000 lbs.

Electrical Installations

Electric lights were installed in new wash rooms, coach and car department, scale house, and addition to heater shed at North Bay, and necessary electrical work done for new blueprint machine and hydraulic bushing press.

Additions were made to battery charging and welding circuits at North Bay, and existing installations maintained.

Electric lights were installed in new addition to freight shed at Timmins; and repairs, addition and maintenance of electrical installations at the various stations were accomplished.

Engine Despatch

Statement showing the number of engines despatched from the different terminal and divisional points during the year:

Station	Number of Engines Despatched
North Bay Junction	7,735
Englehart	5,501
Cochrane	1,916
Timmins	885
Iroquois Falls	697
Elk Lake	308
Total	17,042

The motive power has been generally assigned during the year as follows:

Class of Service	Number of Engines
Passenger	16
Freight	27
Work	3
Switching	6

Locomotive Mileage

The following statement shows the mileage made by locomotives belonging to this railway during the year:

Engine Number	Mileage	Engine Number	Mileage
109	2,954	136	52,301
110	5,642	137	14,934
111	7,987	138	41,252
112	37,627	139	39,534
113	34,528	140	40,905
114	11,887	141	38,780
115	25,218	142	33,281
116	28,041	143	30,798
117	25,365	144	26,559
118	8,628	145	37,314
119	18,314	146	24,817
120	25,480	147	27,433
121	13,727	148	31,468
122	5,264	149	37,734
123	21,754	150	41,219
124	.....	151	38,274
125	.....	152	16,088
126	7,186	153	17,634
127	37,358	154	7,890
128	47,766	155	14,910
129	11,454	156	28,836
130	32,260	157	39,074
131	31,309	158	47,537
132	26,379	159	37,371
133	46,222	160	46,442
134	20,063		
135	60,961	Total	1,405,759

Summary of Extensive Repairs to Locomotives

Since November 1st, 1921, the following locomotives have been through the shops at North Bay Junction for repairs:

Given general repair—153, 146, 137, 120, 111, 154, 142, 134, 152, 141, 157, 160, 135.
Given heavy repair—130, 113, 143, 144, 119, 128, 132.
Given light repair—158, 134, 115, 159, 140, 132, 136, 109, 139, 138.

NOTE.—The term "general repair" as applied above refers to cases where an engine has been given a thorough overhauling and rebuild. "Heavy repair" refers to cases where engines have received such repairs as driving tires turned, driving boxes renewed, valves, piston rings and side rod bushings renewed. "Light repair" covers a case where an engine has received repairs such as renewal of side rod bushings, piston rings and valve rings.

All requirements of the Dominion Railway Commission in regard to washing out and testing boilers, testing staybolts, examining nettings and dampers, etc., have been fully complied with, and during the summer months periodical inspection of all fire-fighting protective appliances has been made by our inspectors.

Repairs to Passenger Equipment

Repairs have been made to passenger equipment at North Bay Junction shops as follows:

Class of Car	General Repair	Light Repair
First class	..	4
Second class	2	5
Mail and express	..	3
Baggage and express	..	3
Business cars	..	1
Combination cars	..	2
Total	2	18

NOTE.—The term "general repair" as applied above, refers to cases where a coach has had the interior and exterior finish of car removed, framing refitted, new steel sills applied, and trucks rebuilt. The term "light repair" applies to coaches having seat arms scraped and sanded, interior varnished, outside of car washed down and given two coats of varnish, and trucks repaired.

Coach Cleaning

Statement showing the number of coaches cleaned at the different stations during the year:

Station	Number of Coaches Cleaned
North Bay Junction	7,415
Englehart	2,206
Cochrane	1,852
Timmins	1,720
Elk Lake	622
Iroquois Falls	877

Repairs to Work and Freight Equipment

The Car Department staff have made repairs to flat, Hart, stock and box cars, including general overhauling and rebuilding. All necessary running repairs to both T & N. O. and foreign freight and passenger equipment have

been made by the repair staffs at different terminal and divisional points, to keep equipment in condition to fulfil the requirements of the service and safety standards.

Monthly bills have been rendered against foreign roads to cover repairs to their equipment, in accordance with rules adopted by the American Railroad Association. Bills have also been rendered monthly against the Grand Trunk Railway and the Canadian National Railway, for repairs to cars under the terms of the Terminal Agreement.

All work equipment, such as snow plows, snow flangers, wrecking outfits, steam shovels, railroad ditcher, boarding cars, hoisting crane, etc., have been overhauled and given such repairs as required to keep them in serviceable condition.

Foreign Rolling Stock Destroyed

During the year the following rolling stock belonging to foreign roads has been destroyed on our line:

B. & S.	9883	Ramore	Mar. 15th, 1922
B. & S.	7986	Ramore	Mar. 15th, 1922
B. & S.	11493	Ramore	Mar. 15th, 1922
G.T.R.	10712	M.P. 210¾	June 12th, 1922
C.P.R.	125484	M.P. 210¾	June 12th, 1922
C.P.R.	83368	M.P. 210¾	June 12th, 1922
C.N.R.	61032	M.P. 210¾	June 12th, 1922

The following foreign equipment was destroyed on our line in forest fires, October 4th, 1922:

C.R.I. & P.	31242	Osseo	G.T.P.	305938	Haileybury
C.G.R.	250649	Osseo	C.P.R.	160993	Haileybury
G.T.P.	303460	Haileybury	C.P.R.	273096	Haileybury
G.T.P.	309912	Osseo	G.T.R.	34315	Haileybury
C.N.R.	15406	Thornloe	C.N.R.	324089	Charlton
C.N.R.	404236	North Cobalt	C.P.R.	206388	Charlton
C.P.R.	86326	Thornloe	C.P.R.	41988	Charlton
C.P.R.	81820	Thornloe	C.P.R.	123042	Charlton
C.P.R.	265934	Thornloe	C.P.R.	148194	Charlton
G.T.R.	13941	North Cobalt	C.P.R.	53578	Charlton
G.T.R.	104354	North Cobalt	C.P.R.	212241	Charlton
G.T.R.	18703	Haileybury	C.P.R.	82168	Charlton
G.T.R.	8321	Murphy's Spur	C.P.R.	46472	Charlton
G.T.R.	10135	M.P. 12 Elk Lake Branch			

T. & N. O. Ry. Rolling Stock Destroyed

T. & N. O. Coach No. 8 was destroyed by fire at Ramore on December 9th, 1921. In addition to this there have been destroyed on foreign lines—one stock car, one box car, and four wooden flats.

One T. & N. O. steel underframe, one boarding car, two tank cars, and one automobile car were destroyed by forest fire on October 4th, 1922, as well as N. C. Ry. street cars Nos. 20 and 26.

Bills have been rendered against foreign roads in cases where they have destroyed any of our equipment, covering their depreciated value.

Equipment Owned

46 road locomotives
6 switching locomotives
3 business cars
1 paymaster's car
13 first class wooden coaches
6 first class steel coaches
13 second class wooden coaches
4 second class steel coaches
2 combination wooden second class and baggage cars
1 combination wooden first class and baggage car
1 exhibition car
3 parlour cafe cars
6 wooden baggage and express cars
4 steel baggage and express cars
4 wooden mail and express cars
3 steel mail and express cars
30 conductors' vans
8 stock cars
237 box cars
89 steel underframe flat cars
221 wooden flat cars
12 steel drop bottom dump cars
59 Hart convertible cars
4 12 yard dump cars
3 wooden snow plows
1 steel snow plow
3 snow flangers
3 right hand ballast plows
3 left hand ballast plows
3 centre ballast plows
2 Jordan ballast spreaders
1 centre ballast spreader
2 ledgerwood rapid unloaders
1 pile driver
1 American railroad ditcher
1 hoisting crane
3 steam shovels
2 steam wrecking cranes
2 auxiliary boarding cars
2 auxiliary tool cars
2 road department auxiliary cars
2 auxiliary track material cars
2 crane cabin cars
3 road cabin cars
1 pile driver tank car
83 boarding cars
4 tank cars for fire protection
8 combination boarding and material cars
6 maintenance of way material cars
1 car department material car

Yours truly,

THOS. ROSS,
Master Mechanic.

ANNUAL REPORT CHIEF ENGINEER

I beg to present my Annual Report as Chief Engineer of The Temiskaming and Northern Ontario Railway for the fiscal year ended October 31st, 1922, as follows:

James Bay Extension

In December, 1921, the Commission called for tenders for the construction (including clearing, grading, concrete, track-laying and ballasting) of the first seventy miles of an extension north from Cochrane, and the general contract was awarded to the lowest bidders, Messrs. Grant Smith & Co. and McDonnell, Limited, of Vancouver, on January 9th, 1922. Under the terms of this contract track is to be laid to the second crossing of the Abitibi River at Mile 44.4 before December 31st, 1922, and the entire seventy miles are to be completed before October 31st, 1923. The progress of the work has not been as rapid as had been anticipated, but on October 31st track was laid as far as the north boundary of the Township of Blount, at Mile 19.2, and the indications are that it probably will be laid to Mile 42 before December 31st, and that grading between there and the Abitibi River, Mile 44.4, will be completed before the close of the winter. The general contractors have not yet attempted to cover the work on the last twenty-five miles of the contract. During the winter of 1922-23 the necessary supplies will be delivered in order that the clearing and grading may be completed during the early summer of 1923.

A contract for the steel bridge work has been awarded to the Hamilton Bridge Works Company, Limited, Hamilton, including the following structures:

Mile 11.3—1 75-foot, 2 110-feet and 3 90-foot deck plate girder spans.
Mile 20.3—2 85-foot deck plate girder spans.
Mile 27.3—Trestle 326 feet long, 55-foot D.P. girder and 35-foot tower spans.
Mile 29.5—Trestle 236 feet long, 55-foot D.P. girder and 35-foot tower spans.
Mile 36.0—Trestle 346 feet long, 55-foot D.P. girder and 35-foot tower spans.
Mile 44.4—220-foot deck truss on piers with steel trestle approaches, total length 662 feet.
Mile 52.5—Trestle 281 feet long, 2 55-foot and 1 100-foot D.P. girders with 35-foot tower spans.

All of these bridges have been designed and built to Cooper's E-60 loading, Canadian engineering standards specifications for steel railway bridges.

On this extension comparatively low gradients and easy curvature have been obtained at moderate expenditures. The maximum grades are 0.4 per cent. southbound, and 0.6 per cent. northbound, and the sharpest curvature is four degrees, while the grading quantities average about 15,000 cubic yards per mile, with only a few thousand yards of solid rock on the entire line. Embankments are eighteen feet and cuts twenty-four feet wide. All structures are being built in permanent construction. The bridges and trestles are all of steel on concrete foundations; the larger culverts are concrete with reinforced concrete tops, and the smaller culverts are of reinforced concrete pipe, except in a few cases where it was necessary to use corrugated iron pipe, by reason of greater ease in transportation. The track is being laid with 80-lb. A.S.C.E. section rail and heat-treated angle bars and joints.

Surveys for the location of a further extension from the north end of the Grant Smith & Co. and McDonnell, Limited, contract at Mile 70 to James Bay are being made, in order that the Commission may be in a position to call for tenders during the summer of 1923, should it be decided to proceed with the further extension immediately upon the completion of the work now under contract. A satisfactory location has been obtained, which follows the west side of the Abitibi River at a distance of from one to four miles to about opposite the entrance of the Little Abitibi River. The location is now being made from this point to a suitable bridge crossing of the Moose River just below the entrance of the Missinaibi River. From this crossing as direct a line as possible will be located to the best site for a tide water terminal on the west bank of the estuary of the Moose River near Moose Factory. The mileages from Cochrane will be approximately as follows:

Mouth of Little Abitibi River	124 miles.
Moose River Crossing	136 miles.
Moose Factory	188 miles.

The endeavour has been to so locate the proposed James Bay Extension that it will best serve to open the northern part of the Province of Ontario to industrial development, and to obtain the greatest possible amount of traffic from its potential resource. Moose Factory has been selected as the tide-water terminal because the estuary of the Moose River is the best natural site on the Ontario coasts of James Bay and Hudson Bay for the development of a harbour. The route between Cochrane and Moose Factory is not the most direct that might have been selected, but was chosen in order that it might pass through the best agricultural lands and best serve prospective paper and pulp and power developments on the Abitibi and Mattagami and Moose Rivers. The townships adjacent to the seventy miles now under construction have been laid out and there is no doubt that when they are opened for settlement, the

agricultural development so marked in older portions of the "Clay Belt" will be duplicated. North of the "Clay Belt" and extending to James Bay is the "Coastal Plain" which is very flat and low lying. The only merchantable timber is along the banks of the rivers and streams, and it is only there where drainage is best that there will probably be any immediate settlement, although the entire "Coastal Plain" is underlain with clay land. Excellent farm and garden crops have been grown at Moose Factory for many years. Although Hudson Straits are only open for three or, at most, four months each year, in Hudson and James Bays at least five months of navigation are possible. The extension of the railway to Moose Factory will furnish convenient access to the entire coast line of these bays and by means of numerous rivers, the vast pre-Cambrian area of the Hudson basin will be opened to the explorer and prospector. The many deposits of valuable minerals that have been discovered in the comparatively small portion of the pre-Cambrian area that has been carefully prospected, suggest that these unexplored areas will be the scene of many successful mining operations when the opportunity of careful prospecting is possible.

Extension of the Nipissing Central Railway

Surveys for an extension of the Nipissing Central Railway, from New Liskeard to Quinze Lake in the Province of Quebec, have been made. A final location was completed as far as North Temiskaming, and preliminary surveys were made from there to Quinze Lake. These survey plans are now on file and available should the Commission decide to take action in this matter.

Additional Track and Structures

During the year a number of improved and additional facilities have been installed under the direction of the Engineering Department. The more important of these are:

Fuel Stations

At Englehart a mechanical locomotive coaling plant with a storage capacity of 200 tons is being installed. This plant is a duplicate of the plant built at North Bay Junction last year.

Track Scales

A new 150-ton track scale was installed at North Bay Junction. This scale is most modern and complete in every respect.

Station Buildings

At New Liskeard a new brick freight shed and office, 30 feet by 140 feet, is nearly completed.

At Ramore a new combined station, freight shed and agent's dwelling of frame construction on concrete foundations, is approaching completion.

The disastrous fires of October 4th, 1922, destroyed a number of station buildings, employees' dwellings and other structures, a complete report of which has already been made. In some instances the destroyed buildings are being immediately rebuilt, in others temporary facilities have been provided, and the replacing of the burned buildings will be deferred until the spring of 1923.

Additions to Equipment

No new equipment has been purchased during the year, but some equipment has been rebuilt and improved as follows:

Locomotives

Six locomotives, ten-wheel type, series 121-126, are being rebuilt, with superheaters, brick arches, thermic syphons and other betterments.

Freight Cars

Fifty double sheathed steel underframe box cars are being rebuilt with steel ends and other improvements.

General

Operations on Commission's Tie Limit

The contract with T. S. Woollings & Co., Limited, for the manufacture of ties has been renewed for the season 1922-23.

I have pleasure in recording the faithful and efficient services of the staff of the Engineering Department.

Yours truly,

S. B. Clement,
Chief Engineer.

GENERAL FREIGHT AND PASSENGER DEPARTMENT

Freight and passenger traffic for the opening months of the fiscal year ending October 31st, 1922, did not show as favourable a comparison with the same period in the preceding year as we would have wished, but as business conditions gradually righted themselves this comparison rapidly improved and the latter part of the year showed the most gratifying results in the history of the T. & N. O. Ry.

We have handled a very heavy tonnage of live stock from the west, as well as a large quantity of grain and grain products, meat, poultry, butter, eggs and various products destined to various points throughout Eastern Canada.

We have also handled immense quantities of newsprint paper and wood pulp from the mills at Iroquois Falls, Smooth Rock Falls and Kapuskasing.

Our local traffic has been most encouraging, the movement of forest products, such as lumber, pulpwood, ties, cordwood, etc., being particularly heavy, which indicates a healthy business condition in our territory.

Our passenger traffic was also somewhat light for the first half of the year, but with the opening of the summer tourist season this rapidly improved. Our tourist traffic to the Temagami District was particularly helped, we feel, to a very large extent by the attractive illustrated folder gotten out last spring and featuring the attractions of this "Sportsman's Paradise," which is becoming increasingly popular each year.

The Board of Railway Commissioners for Canada under date of November 24th, 1921, issued their General Order, No. 350, which, effective December 1st, 1921, called for a reduction in all freight rates except those on coal, crushed stone, sand and gravel, of ten per cent. Under date of June 30th, 1922, they issued a further General Order, No. 366, calling for a further reduction of approx-

imately six per cent in rates on practically all basic commodities, effective August 1st, 1922.

While these rate reductions have had the effect of very materially reducing our gross freight revenue, operating results as disclosed by the financial statement are most gratifying, and we look forward confidently to a successful year for 1923.

A. J. Parr,
General Freight and Passenger Agent.

ANNUAL REPORT—TELEGRAPH AND TELEPHONE DEPARTMENT

During the fiscal year ended October 31st, 1922, the commercial telegraph and telephone business has held up well. On April 21st, 1922, the long distance telephone rates between points one hundred miles and less apart were increased to a basis of three-fifths cents per mile. The telegraph rates have remained unchanged.

A new long distance telephone office has been opened at Porquis Junction which centralizes all traffic from Cochrane, South Porcupine, Timmins, Iroquois Falls, Matheson and Porquis Junction.

New copper long distance telephone lines have been strung from Porquis Junction to Iroquois Falls, and from Porquis Junction to Timmins. Phantom telephone circuits have been cut in from Cobalt to Porquis Junction, Porquis Junction to South Porcupine, and Porquis Junction to Iroquois Falls. A local iron telephone circuit was strung from Connaught to Hoyle.

On January 1st, 1922, the local telephone system at Swastika and Kirkland Lake was sold to the Temiskaming Telephone Co., Limited, and agreement entered into with that company to provide for interchange of long distance traffic.

Telephone pay stations were opened at Sesikinika, Potter, and McIntosh Springs to take care of local requirements. Telephone operator's position at Iroquois Falls was abolished and the business handled through coin boxes.

The fires which swept the line from Cobalt to Englehart on October 4th did much damage to the telegraph and telephone plant. Approximately ten miles of pole line was destroyed, carrying from thirteen to nineteen wires, also the train despatching, telegraph, and telephone equipment in five stations and two local telephone offices. All circuits were working normally within one week, and at the end of the year, permanent rebuilding is nearly completed.

The following is a summary of telegraph and telephone wire in operation, October 31st, 1922:

Kind	Gauge	Use	Mileage
Iron	No. 8 B.W.G.	Telegraph	1,683
Iron	No. 12 B.W.G.	Long distance telephone	127
Iron	No. 12 B.W.G.	Local exchange and party line	215
Copper	No. 9 B. & S.	Telephone train despatching	573
Copper	No. 10 N.B.S.	Long distance telephone	1,208
Copper	No. 12 B. & S.	Long distance telephone	228
		Wire Mileage	4,034
		Pole Mileage	335
		Phantom Circuits in Operation (miles)	257
		Duplex Telegraph Circuits (miles)	154

All of which is respectfully submitted,

W. J. Kelly,
Superintendent of Telegraphs and Telephones.

THE MINING INDUSTRY IN THAT PART OF NORTHERN ONTARIO SERVED BY THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY

CALENDAR YEAR, 1922

By Arthur A. Cole, Mining Engineer

James Bay Extension

The recent decision of the Ontario Government to extend the T. & N. O. Railway north to Moose Factory, or some other port on James Bay, opens up a vast field for conjecture as to the natural resources that now lie in the territories adjoining James and Hudson Bays. Timber, the pulp and paper industry, the fisheries, and the general tourist trade will all be important factors in building up the business of the railway, but the mining industry is likely to prove, as heretofore, by far the largest revenue producer.

The country that will be made comparatively accessible by this railway has a shore line of more than 2,000 miles in length. This area is covered for the most part by pre-Cambrian rocks, the ancient backbone of the continent. When the fact is considered that this archaean area comprises 2,000,000 square miles, of which only a few hundred have been worked over in detail, but which have already shown up the nickel-copper deposits of Sudbury, the silver-cobalt veins of Cobalt and the Porcupine gold area, it is natural to expect that further exploration will discover other Sudburys, Cobalts, and Porcupines. In any case, the glamour and lure of this great unknown territory is bound to attract intrepid explorers and hardy bands of prospectors for many years to come.

With the railway completed to a point on tide water, such as Moose Factory, it is reasonable to suppose that small steamers will be placed on these inland seas to look after the summer traffic. About the beginning of June the spring break-up takes place in the rivers, and navigation on the bays can be resumed a few days later. This navigation can be continued with reasonable safety for five months, or to the end of October, and often to the middle of November. Navigation in the bays is not dependent on the condition of ice in Hudson Strait. Here only three months of clear navigation can be counted on, viz., August, September, and October.

The expenses of prospecting in this vast territory have hitherto been almost prohibitive. Apart from this also the time consumed in going to and from the point where exploration was to be made, was in itself so serious an obstacle that only a few government exploration parties have penetrated the interior. The result was that even with government parties, where the necessary funds were assured, the only rational method of extending the length of the exploration season, in order to make the return at all commensurate with the expenditure, was to winter in the north so as to be able to take up the work without delay as soon as the spring break-up took place.

With the completion of the railway to a point on James Bay, and with small steamers making regular trips on the bays, a party could outfit at tide water and be at almost any coast point desired by the middle of June. The party would then have a clear four months for exploration before it would be necessary to make the return trip. The cost should not be excessive considering the facilities provided. It will require only one good discovery to start the flow of fortune seekers into this great north land, and the area to be covered is so immense

that many years must necessarily elapse before the mineral possibilities can be made known even in the barest outline.

The exploration of this almost limitless north land will be undertaken by a very different band of prospectors from those that flocked into Cobalt in the early days. The experience gained in the Cobalt, Porcupine, and Kirkland Lake camps will be invaluable when pushing farther north. The Ontario Department of Mines has done excellent work in keeping well abreast of exploratory work with accurate geological reports and maps. The result is that to-day the average prospector has a good working knowledge of the geology of the above-mentioned districts and is keenly alive to the value of acquiring all geological information available on the district he intends to investigate. This will make exploration much more effective, as time will not be wasted in unproductive areas, and work can be concentrated where geological conditions appear favourable. The old haphazard prospector will be superseded by a trained field man, familiar with the geological formations that are likely to be most productive. The element of chance cannot, of course, be eliminated, but it can thus be greatly reduced.

Another factor that may materially assist in the exploration of this territory is the use of flying boats in the transportation of men and supplies and also in preliminary photographic mapping and geological work.

Gold

Geology.—The geology of Northern Ontario has been known in a general way for many years, but the detailed work generally followed the trail blazed by the successful prospector. The areas studied were at first isolated but as the productive country became more completely mapped, conclusions of a general character regarding the ore deposits could be more readily drawn. An important generalization of this character appears in the recent Lightning River Report of Cyril W. Knight, assistant geologist of the Ontario Department of Mines. Here Mr. Knight speaks of two roughly parallel gold-bearing bands running across country as follows:

"The discovery this year in the Lightning River area of Temiskaming sediments, consisting of conglomerate, greywacke and slate, raises the question as to the relation of the gold deposits of north-eastern Ontario to these belts of sediments.

"Beginning at the Dome Mine in Porcupine there is a belt of these sediments striking eastward for sixteen miles, the last known outcrop being in German township. To the east for twenty-seven miles the rocks are almost entirely drift covered. Then there outcrops another belt of the sediments, about nine miles long, in the Croesus gold mine area. East of the Croesus belt for a distance of twenty-two miles, the rocks are again almost entirely drift covered, until, in the Lightning River area, conglomerate, greywacke and slate once more make their appearance in a few places. These three occurrences of Temiskaming sediments, namely, the Dome Mine, the Croesus and the Lightning River, may belong to the same great east and west belt of deeply infolded sediments.

"From twenty-five to forty miles south of the great belt of sediments referred to in the preceding paragraph is another important belt of similar rocks of which the Kirkland Lake band forms the most important part. This south belt begins in Midlothian township, outcrops again in the Matachewan gold area, and is developed to the east in large volume in Kirkland Lake and Larder Lake. Over much of this belt gold occurs.

"Thus there may be said to exist in north-eastern Ontario two main gold belts which contain the most important gold mines in the Province. The belts are roughly parallel to each other and twenty-five to forty miles apart. Each is in the neighbourhood of seventy miles in length, and each follows a belt of Temiskaming sediments consisting of conglomerate, greywacke and slate. Occurring in, or near, the northern belt of sediments are the Dome and other mines, the nearby Hollinger Mine, the Croesus and the gold prospects of the Lightning River area. The south band includes the Matachewan, Kirkland Lake and Larder Lake deposits.

"In emphasizing the broad general relationship between belts of Temiskaming sediments and gold deposits it is not meant to underrate the immense influence which intrusions of feldspar-porphyry and quartz-porphyry have played in the formation of the gold deposits.

"Therefore, to the prospector we would say:

"EXPLORE FOR FELDSPAR-PORPHYRY AND QUARTZ-PORPHYRY INTRUSIONS IN OR NEAR THESE GREAT BELTS OF SEDIMENTS."

H. C. Cooke, of the Geological Survey of Canada, by correlating rock formations in the Province of Quebec, extending east from Larder Lake with the Temiskaming series of Kirkland Lake, has extended the southern belt of probable gold bearing rocks far into Quebec.

Production.—The year 1922 was a noteworthy one in the gold mining industry of Northern Ontario, not only on account of the 40 per cent. increase over the previous year, but also from the contrast with the decline in production that is reported from practically every other gold producing country in the world. The output for the year from Northern Ontario was about $21,000,000 as compared with $14,624,004 for 1921.

Porcupine

Every producer in the Porcupine camp materially increased its production for the year over its yield for 1921. The output of the Hollinger was about $12,000,000 as against $9,051,276 in 1921; of Dome about $4,000,000 as against $2,290,264 in 1921, and McIntyre about $2,000,000 as against $1,827,761. This increase would have been still larger had hydro-electric power development kept pace with the mining development

Power is supplied by the Northern Canada Power, Limited, from its two plants on the Mattagami River, situated one at Sandy Falls and the other at Wawaitin Falls. The combined capacity of these plants is 18,000 horse power. A further 7,000 horse power is being developed at Sturgeon Falls, still farther up the Mattagami River, and this additional power will likely be available early in February, 1923. Even with this added capacity, the power shortage is likely to recur, as the expansion planned by the three large operating companies will easily absorb this extra power. It would therefore appear that smaller companies in the district which are coming to the producing stage must look to some outside source for the power they will require.

The Matachewan Power Company is at present installing a power plant at Indian Chutes on the Montreal River, with a capacity of 2,000 horse power, but plans are under way to increase this to 6,000 horse power. This company is making arrangements to enter the Porcupine field and has already signed a power contract with the Davidson Mine. It is planned that this line will also serve the Porcupine Peninsular Mine at Night Hawk Lake.

The following table is issued by the Ontario Government covering the first nine months of the year.

PORCUPINE PRODUCTION OF GOLD, 1922
(9 months)

Source	Ore Milled Tons	Gold Output		Silver Output	
		Ounces	Value $	Ounces	Value $
Dome	269,250	148,554.94	3,062,553	21,740.4	14,673
Hollinger	1,100,738	446,096.62	9,221,635	78,277.9	53,023
McIntyre	149,961	72,834.39	1,505,620	13,229.6	8,991
Total	1,519,949	667,485.95	13,789,808	113,247.9	76,687

Development of the mines during 1922 has been eminently satisfactory. Ore reserves have been increased, and the average value has up to the present increased with depth. The established producers are planning further extensions and several properties are likely to reach the producing stage during 1923. For this reason it may fairly be assumed that for several years at least the annual gold production will continue to rise.

KIRKLAND LAKE

KIRKLAND LAKE PRODUCTION OF GOLD, 1922
(9 months)

Source	Ore Milled Tons	Gold Output		Silver Output	
		Ounces	Value $	Ounces	Value $
Kirkland Lake	27,037	8,469.67	175,084	953.9	648
Kirkland Lake Propriet'y.	11,190	3,405.74	70,403	1,415.9	983
Lake Shore	19,116	18,991.80	392,595	1,539.9	1,042
Ontario-Kirkland	6,496	483.25	9,989	142.9	93
Teck-Hughes	34,264	22,229.93	459,533	1,815.5	1,234
Wright-Hargreaves	52,713	29,373.27	605,586	3,747.2	2,545
Total	150,816	82,953.66	1,713,190	9,615.3	6,545

The Wright-Hargreaves mill has gradually been increasing its capacity till now it is handling ore at the rate of two hundred tons per day. The Lake Shore shaft has been enlarged from the surface to the 400-foot level. The Ontario-Kirkland operated for a short time, and was then closed down as the grade of the ore supplied to the mill proved unremunerative. The mills of Kirkland Lake were practically closed down for one month following the disastrous fire of October 4th, which destroyed several miles of the power transmission line of the Northern Ontario Light & Power Company.

Interest in the development of prospects to the east of Kirkland Lake is increasing. The encouraging results met at the Crown Reserve property near Pancake Lake and north of Larder Lake, are most noteworthy. At this property good ore bodies have been located on the surface and also on the 300-foot level,

and if similar results are obtained on the 500-foot level, to which the shaft is now being extended, the erection of a mill of large capacity is considered warranted.

The Associated Goldfields is developing an adjoining property which holds the extension of the same vein system.

Quebec

The mining enthusiasm which was so marked this year in the gold areas of Ontario, has extended eastward from Larder Lake into the Province of Quebec. The main centres of claim staking were lakes Tremoy, Héré, and Pelletier in Rouyn township; Lake Fortune in Dasserat township and Lake Renaud in Boischatel township. The discoveries made at these places are said to be very encouraging. Already some two hundred claims have been staked of a total area approximating 30,000 acres, but as much of this is snow staking, very little further information can be gathered regarding the value of the area until after the snow is off the ground.

Since the freeze-up access to this part of Quebec is through Dane Station over the Larder Lake road and continuing eastward by winter road. The round trip by freight team takes six days.

Silver

The Cobalt silver district shows a satisfactory output for the year 1922 of about $10,000,000 in value as compared with $8,412,059 in 1921. Nipissing leads with an estimated production of 3,350,000 ounces worth, $2,265,000. This is the largest annual production in ounces during the last four years. Cobalt metal to the amount of 365,000 pounds was also produced. Mining Corporation follows with 1,750,000 ounces, while O'Brien and Coniagas each produced over 1,000,000 ounces. McKinley-Darragh reopened its mine and mill early in the year, and rejoined the list of producers.

The average price of silver for the year was 4.867 cents better than for 1921, as shown in the following table:

Monthly Average Price of Silver

	1921	1922
January	65.950	65.450
February	59.233	65.290
March	56.023	64.440
April	59.337	66.575
May	59.810	71.154
June	58.510	71.149
July	60.260	70.245
August	61.597	69.417
September	66.160	69.515
October	70.970	68.015
November	68.234	65.177
December	65.760	63.825
Average for the year	62.654	67.521

Many of the Cobalt mining companies are endeavouring to perpetuate themselves by acquiring and testing properties in the newer mining fields. Thus the Mining Corporation besides large holdings in Manitoba, is testing out properties closer at hand such as the Cobalt Frontier in South Lorrain and the Farah near Cobalt. The Coniagas is opening up the Newray in Porcupine and also the Ruby at North Cobalt. The Kerr Lake is operating the Goldale

in Porcupine, while the Nipissing has been drilling a property at Kirkland Lake. The Hudson Bay has holdings in Porcupine and Kirkland Lake and the Crown Reserve besides its interest in the Porcupine Crown has a very likely prospect near Larder Lake.

The outstanding feature of the year in the silver district was the remarkable development in South Lorrain. Very rich ore was developed by both the Keeley and Cobalt Frontier. During the year the Keeley shipped 724 tons containing 566,366 ounces silver and 124,110 pounds cobalt. Shipments were made via Temiskaming Station on the C.P.R. at the south end of Lake Temiskaming to the Delora Smelter. Arrangements have been made to send shipments during the winter over the winter road and the T. & N. O. Railway via North Cobalt Station.

At Gowganda the Miller Lake-O'Brien was a regular producer. Development of the Castle-Trethewey continues to be favourable and a mill will likely be erected on this property during 1923. Favourable developments have also been reported from the vicinity of Everett and Wigwam Lakes.

STATEMENT OF ORE SHIPMENTS OVER THE T. & N. O. RAILWAY FOR THE CALENDAR YEAR 1922

(In tons of 2,000 lbs.)

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Bailey	32.00	9.89	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41.89
Coniagas	43.89	32.74	44.03	37.66	.....	43.63	47.49	36.50	43.96	43.95	.....	77.00	450.85
Dominion Reduction	.....	.....	.....	.....	.....	.....	.....	42.00	82.88	.....	73.50	.....	198.38
LaRose	34.08	16.40	.....	70.49	.....	33.08	32.66	.....	39.96	.....	38.20	.....	264.87
Mining Corporation	.....	.....	.....	.....	.....	89.34	633.28	755.23	1,057.35	1,176.29	468.32	.....	4,179.81
McKinley-Darragh	.....	.....	.....	.....	.....	.....	.....	41.65	.....	.....	42.19	43.88	127.72
Nipissing	.....	.....	.....	.....	.....	.....	330.14	1,389.50	1,257.34	889.44	.....	.....	3,866.42
O'Brien	.....	64.80	96.00	64.00	64.00	64.00	31.62	67.60	88.45	.....	31.98	121.37	693.82
Silver Cliff	.....	12.96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.96
Totals	109.97	136.79	140.03	172.15	64.00	230.05	1,075.19	2,332.48	2,569.94	2,109.68	654.19	242.25	9,836.72

The above shipments were made to the following smelters:

CANADA—	
Deloro Smelting & Refining Co., Deloro	5,627.38
Coniagas Reduction Co., Thorold	2,851.26
UNITED STATES—	
American Smelting & Refining Co., Perth Amboy	802.19
Pennsylvania Smelting Co., Carnegie	481.59
GERMANY	74.30
	9,836.72
Average Price of Silver for the year	67.521

SUMMARY OF PURCHASES AND ISSUES

Submit herewith synopsis of purchases and issues for fiscal year ending October 31st, 1922, showing amounts under heads of various stocks. There is a large reduction in the aggregate of business, as compared with last report. This difference is mainly under the two heads of "Shop Stock" and "Coal." The difference in shop stock is accounted for by the heavy expenditure for locomotives in 1921, that was not repeated this year. The difference in coal is primarily due to the coal strike affecting us from April to September, and secondarily, to lowering prices. There is no stock that we feel more alarmed about to-day than coal. Owing to the late strike, stock was depleted almost to the vanishing point. Present contract will just cover us to early part of spring. The same unsatisfactory conditions between miners and operators prevail as a year ago with this difference—that no large stocks of coal exist in operators' hands. Press reports also indicate that the United States Government is anxious over the condition, and striving to have the disputants get together and obviate the conditions experienced last summer.

As a "Safety First" would suggest the advisability of calling for tenders for coal early in January, and if offers were found attractive, place a contract for winter delivery that would increase our stock to carry us over a period of three or four months. In the past we have never had a very large stock of coal on hand that did not prove economical in the ultimate, nor have we ever had a "hand-to-mouth" condition that did not show itself to be the opposite. The "stitch in time" saves nine; in fact, permits dangers to slip by unnoticed by the mass that would otherwise be anything but satisfactory.

Station fuel for next winter, especially wood, should receive very early attention. Definite requisitions should be placed covering each consuming point, so that wood may be cut and handled during the winter season, as it cannot be economically handled from the bush later than April 1st, owing to the rough conditions of the hardwood producing localities.

Observations *re* soft coal may also be applied to hard coal. More than ever before, the people of Ontario are discussing substitutes for anthracite. In our case we need only consider wood and bituminous coal. "Fashion" is against both, but this winter's experience is convincing many that a change may be made without seriously impairing "dignity", and more than compensated for in dollars and cents. The great bulk of our prairie country consumption is bituminous, inferior to our imported soft coal, but costing as much or more per ton at the mines. The manager of the coal mines opening up in the Estevan field, Saskatchewan, advised the writer that they had some millions of tons in their deposit that they were now operating, and that their mine price was $3.90 per ton.

Other stocks do not show any alarming features. The tendency in prices has been downward in practically all lines. With the exception of rail, excess of issues over purchases is very noticeable, and consistently general from month to month. Pressure has been exerted from all quarters in this direction, and is justified on account of easier deliveries owing to the slackness of trade conditions generally, and absence on our part of any important or expanding operations along the railway, other than the extension towards James Bay still in contractors' hands. This condition shows its reflex in rail account, but as line is taken over will soon leave its mark in the increasing figures of regular maintenance accounts. Notwithstanding preceding statements, stores department has had a busy year.

On account of extra statements required through expenditures under appropriations, as well as the ever increasing needs of operating departments, and general accounting requirements, we feel that office help is being taxed beyond its strength, as there is a limit to the pressure that a staff can long sustain in justice to either the staff or the Commission. This phase of our work will be more fully dealt with under head of "Staff Recommendations" later.

The necessity of well considered requisitions has been kept to the fore with all departments, but the "already received" notation—which you have no doubt noticed—indicates that there is still room for some improvement.

In conclusion, a glance at the past, present, and future prospects may supply food for thought for all departments, and also the general public. The world changed from war stocks and prices to a dead calm—factories and such like stopped with it, and later came its train of insolvencies that are not yet at an end. The railways were no exception, but they could not stop—had to carry on, and get back to living conditions as best they could, notwithstanding material and labour conditions. The T. & N. O. was no exception—1920 and 1921 being the most serious as affecting price adjustment, but this year, while past the serious period of pricing, had still the problem of reducing stocks to meet the change from what might be termed ultra-active to one of comparative inactivity. In other words, requirements for 1922 profited from expenditures in 1920 and 1921 stocks. We cannot expect a like condition for 1923, as we are now reduced in stocks to the condition that any ordinary activity in keeping with needs of unavoidable expansion will mean increase rather than decrease of operating costs for material generally, even in face of a reduced production cost per unit.

Managements or departments cannot get away from these forces, but returning business activities may tend to make us forget them. Co-operation to the hilt may and will have an influence in the right direction, but how few of the mass stop to consider these problems, and transportation for public service is among the majors in this direction.

We express our appreciation to the Commission and various departments for assistance and consideration bestowed, and also appreciation and thanks to whole stores staff for loyalty and effort to make the department a factor for good in the general operation of the railway.

Yours respectfully,

W. A. Graham,
P. A. and Storekeeper.

STATEMENT OF PURCHASES AND ISSUES, FISCAL YEAR 1921-1922

Stock	1921 Purchases	1921 Issues	1922 Purchases	1922 Issues
Shop	$1,435,990 44	$1,361,800 87	$439,028 11	$493,195 61
Soft Coal	1,148,863 15	923,644 39	486,486 02	750,252 21
Hard Coal	25,425 92	13,367 04	5,875 86	17,216 07
Oil and Waste	40,809 97	34,733 32	27,118 83	30,098 26
Stationery	30,663 77	31,098 09	25,675 63	29,989 71
Rail	192,764 69	168,792 79	318,459 13	350,177 22
Tie	177,931 67	169,606 37	112,462 95	119,690 27
Ice	11,378 75	11,436 27	10,812 18	7,870 58
Nipissing Central Railway	41,182 21	37,390 77	11,426 19	11,697 95
	$3,105,010 57	$2,751,869 91	$1,437,344 90	$1,810,187 88

Total Purchases	$3,105,010 57		$1,437,344 90
Total Issues	2,751,869 91		1,810,187 88
	$5,856,880 48		$3,247,532 78

FINANCIAL STATEMENTS

GENERAL BALANCE SHEET, OCTOBER 31st, 1922

Assets

Property Owned:		
Cost of road as of Oct. 31, 1921	$19,532,522 74	
Cost of road for year ended Oct. 31, 1922	36,257 69 Cr.	
		$19,496,265 05
Cost of equipment as of Oct. 31, 1921	$3,639,294 95	
Cost of equipment for year ended Oct. 31, 1922	22,564 95	
		3,661,859 90
James Bay Extension		1,435,204 36
Investment Nipissing Central Railway		644,073 21
Working Assets:		
Cash	$1,490,961 40	
Cash—Land Agent	4,641 25	
Accounts Collectible	241,084 35	
Balance Due on Townsite Sales	19,852 15	
Agents and Conductors	52,341 00	
Traffic balance—freight	36,298 37	
Material and supplies	644,304 01	
Ballast pit operations	54,043 17	
Other Assets	3,659 75	
		2,547,185 45
Deferred Debit Items:		
Treasurer's advance	$250 00	
Insurance paid in advance	878 02	
Surveys	29,365 82	
Accounts in suspense	13,640 24	
		44,134 08
		$27,828,722 05

Liabilities

Provincial Loan Account		$25,653,675 02
Working Liabilities:		
Audited Accounts	$726,400 17	
Audited payrolls	5,691 27	
Traffic balance—tickets	3,472 82	
Traffic balance—car service	31,379 37	
		766,943 63
Deferred Credit Items:		
Accrued depreciation	$536,545 96	
Deposits on sidings	3,591 35	
Deposits on contracts	789 20	
War tax	1,546 11	
Tie operations	15,013 62	
Accounts in suspense	181,615 17	
		739,101 41
Free Surplus:		
Profit and Loss—balance		669,001 99
		$27,828,722 05

Profit and Loss

Adjustment Stores Accounts to inventory	$1,484 03
Profit or loss on retired road and equipment	56,556 96
Uncollectible accounts	196 25
Paid Treasurer of Ontario	600,000 00
Balance carried forward	669,001 99
	$1,327,239 23

By balance, October 31, 1921	$606,929 19
Result operation for year ended October 31, 1922	712,505 23
Townsites	4,331 53
Unclaimed wages	3,430 54
Unclaimed vouchers	42 74
	$1,327,239 23

STATEMENT OF EXPENDITURES ON CONSTRUCTION

Fiscal Year Ended October 31st, 1922

Main Line, North Bay to Cochrane, and Branches

	ROAD			
1.	Engineering	$22,003 66 Cr.		
3.	Grading	35,386 95 Cr.		
6.	Bridges, trestles and culverts	2,373 95 Cr.		
8.	Ties	538 41 Cr.		
9.	Rails	9,733 14 Cr.		
10.	Other track material	386 17		
11.	Ballast	560 18		
12.	Track laying and surfacing	1,439 11		
13.	Right-of-way fences	965 21		
15.	Crossings and signs	3,275 11		
16.	Station and office buildings	44,976 87		
17.	Roadway buildings	2,720 26		
18.	Water stations	14,256 95 Cr.		
19.	Fuel stations	16,644 77 Cr.		
20.	Shops and engine houses	1,624 34		
26.	Telegraph and telephone lines	2,877 20		
37.	Roadway machines	2,195 50		
44.	Shop machinery	3,660 19		
			$36,257 69 Cr.	
	EQUIPMENT			
51.	Steam locomotives	$1,734 83		
53.	Freight train cars	28,057 60		
54.	Passenger train cars	8,150 79 Cr.		
57.	Work equipment	923 31		
			22,564 95	
	JAMES BAY EXTENSION			
1.	Engineering—Preliminary surveys (prior to November 1st, 1921)	$67,784 37		
1.	Engineering	159,196 49		
2.	Land for transportation purposes	5,150 77		
3.	Grading	327,936 42		
6.	Bridges, trestles and culverts	366,882 35		
8.	Ties	31,307 98		
9.	Rails	146,701 54		
10.	Other track material	30,663 27		
11.	Ballast	7,387 06		
12.	Track laying and surfacing	20,028 20		
13.	Right-of-way fences	5,325 00		
15.	Crossings and signs	965 70		
47.	Unapplied construction material and supplies	328,059 18		
	Amount retained from contractor	62,183 97 Cr.		
			$1,435,204 36	
			$1,421,511 62	

DETAILS OF CHARGES TO CONSTRUCTION

Road

James Bay extension	$1,435,204 36	
Cost of preliminary surveys, James Bay extension—transferred	22,003 66 Cr.	
Increased weight of rail	523 64	
Additional track fastenings	604 58	
Right-of-way fences, main line	965 21	
Road crossings, main line	684 50	
Road crossings, branch lines	1,656 47	
Placing lamps on yard limit boards, main line and branches	934 14	
Siding, M.P. 26½	2,328 26 Cr.	
Siding, M.P. 57.8	84 25	
Siding, M.P. 104¾	1,467 80 Cr.	
Extension spur, Northern Lumber Mills, North Cobalt	112 87	
Siding, M.P. 123½	694 81 Cr.	
Siding, M.P. 129.7	533 90 Cr.	
Siding, Heaslip	648 48 Cr.	
Warehouse siding, Cochrane	1,672 47	
Siding, Charlton	1,894 42	
Private sidings installed and removed	3,553 76 Cr.	
Abandoned main line, Doherty, retired	64,964 69 Cr.	
New culvert, M.P. 26¼, main line	411 02	
Replacing wooden culvert with concrete, M.P. 244	206 33	
Replacing timber trestle with steel deck, M.P. 1¼, Charlton Branch	2,625 17	
Track scales, North Bay	15,841 73	
Coaling plant, North Bay	18,142 29 Cr.	
Lunch and wash room, coach shop, North Bay	876 09	
Alteration to heater building, North Bay	455 73	
Alteration to car foreman's building, North Bay	748 25	
Concrete foundation, section dwelling, Mulock	637 96	
Concrete foundation, section dwelling, Tomiko	992 45	
Extension siding, coaling plant, Temagami	1,343 73	
Freight shed, New Liskeard	23,115 35	
Kitchen at station, Heaslip	906 88	
Coaling plant, Englehart	2,655 47	
Water service, Englehart	13,463 70 Cr.	
Concrete foundation, section dwelling, Dane	630 27	
Addition to freight shed, Swastika	905 61	
Improvement station grounds, Swastika	717 00	
Concrete foundation, section dwelling, Sesikinika	108 58	
Shelter station, Yorkston	187 67	
Combined station and agent's dwelling, Ramore	3,282 74	
Rearrangement sidings, Ramore	13,865 65	
Stock pen, Matheson	150 72	
Water station, Matheson, retired	793 25 Cr.	
Extension to station, Porquis Junction	9 99 Cr.	
Well, section dwelling, Kenabeek	351 00	
Equipment, coaling plant, Elk Lake	38 20	
Improvements agent's dwelling, Schumacher	1,603 69	
Addition to freight shed, Timmins	1,851 76	
Ice house platform, Timmins	11 94	
Additional shop machinery, North Bay	3,660 19	
Additional section equipment	1,693 98	
Telephone circuit, Doherty to Temagami, retired	130 09 Cr.	
Phantom telephone circuit, Cobalt to Swastika	1,795 15	
Telegraph and telephone line, Swastika to Kirkland Lake, retired	6,001 73 Cr.	
Copper telephone and phantom circuit, Porquis Junction to Iroquois Falls	1,477 77	
Copper telephone circuit, Porquis Junction to South Porcupine	5,208 61	
Iron telephone circuit, Connaught to Hoyle	487 96	
Motor car, telegraph and telephone department	501 52	
		$1,398,946 67

Equipment

Locomotives, betterments	$949 83	
Draft arms on freight cars	3,643 51	
Freight cars, retired	5,271 61 Cr.	
Conductors' vans	30,470 70	
Passenger cars, betterments	26 21	
Passenger cars, retired	8,177 00 Cr.	
Work equipment, betterments	763 75	
Car "Abitibi"	159 56	
		$22,564 95
		$1,421,511 62

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION, NOVEMBER 1st, 1920, TO OCTOBER 31st, 1922

Revenue	Nov. 1st, 1921, to Oct. 31st, 1922 $ c	Nov. 1st, 1920, to Oct. 31st, 1921 $ c
Freight	2,779,673 11	3,047,925 57
Passenger	1,097,394 03	1,223,387 14
Mail	51,623 73	42,399 38
Express	158,765 86	150,072 29
Switching	25,050 86	23,659 76
Station and train privileges	13,905 92	12,846 20
Demurrage	18,244 00	35,586 90
Telegraph and telephone	121,233 70	105,457 23
Rents of buildings and other property	14,681 65	15,319 48
All other revenue	38,017 69	23,961 47
Total	4,318,590 55	4,680,615 42
Other Income		
Ore royalties	647 38 Dr.	1,320 33
Rent from joint facilities	23,515 21	20,672 62
Lease of road	10,578 03	11,010 82
All other income	1,416 92	1,604 87
Total	34,862 78	34,608 64
Total Income	4,353,453 33	4,715,224 06

Operating Expenses	Operating Ratio		Operating Ratio	
Maintenance way and structures	16.6	718,761 15	20.5	960,483 34
Maintenance of equipment	15.	648,892 08	15.7	735,799 62
Traffic	.8	32,322 86	.5	25,120 34
Transportation	41.3	1,782,728 79	47.7	2,233,312 73
Miscellaneous operations	1.4	59,811 64	1.3	58,874 00
General	4.6	198,600 12	3.3	152,418 44
Transportation for investment—(Cr.)	.3	12,069 39		586 09
Total	79.4	3,429,047 25	89.	4,165,422 38
Other Expenditures				
Rent equipment		218,195 50		341,234 78
Rents for joint facilities		1,903 80		3,337 38
Interest and exchange		8,198 45 Cr.		23,450 63
Total		211,900 85		368,022 79
Total Expenditures		3,640,948 10		4,533,445 17
Net Result		712,505 23		181,778 89

COMPARATIVE STATEMENT SHOWING EARNINGS AND EXPENDITURES IN OPERATION PERIOD 1905 TO 1922, INCLUSIVE

Year	Freight	Passenger	Other Revenue	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Transportation for Investment—Cr.	Total Revenue	Total Expenditure
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
1905..	121,530 46	108,681 76	23,508 33	25,072 89	12,533 68	....	88,342 41	....	13,823 52	....	253,720 55	139,772 50
1906..	230,552 63	254,759 33	58,706 89	77,265 87	46,382 65	....	215,256 08	....	23,194 61	....	544,018 85	362,099 21
1907..	390,894 29	388,343 03	74,282 69	112,395 22	88,016 79	....	412,160 52	....	32,839 76	....	853,520 01	645,412 29
1908..	471,203 41	366,504 53	135,357 67	125,563 43	119,563 01	12,499 96	405,907 58	....	24,863 45	....	973,065 61	688,397 43
1909...	756,141 66	483,110 89	121,972 33	191,170 18	107,078 96	9,789 99	436,768 41	....	49,989 34	....	1,361,224 88	794,796 88
1910...	852,886 46	606,967 91	131,997 65	380,314 75	137,340 46	14,920 04	556,740 45	....	76,045 66	....	1,591,852 02	1,165,361 36
1911..	974,678 33	653,063 01	153,223 49	353,918 92	164,145 69	17,705 31	567,316 97	....	78,911 74	....	1,780,964 83	1,181,998 63
1912...	929,464 66	599,681 73	178,303 68	346,964 01	249,683 22	17,461 22	676,963 33	....	93,625 91	....	1,707,450 07	1,384,697 69
1913..	906,476 16	576,049 37	173,629 32	430,820 04	242,633 93	16,857 36	680,480 08	....	106,758 60	....	1,656,154 85	1,477,550 01
1914...	952,090 35	544,820 08	173,988 44	408,046 15	284,935 87	18,872 65	651,687 20	....	105,032 36	....	1,670,898 87	1,468,574 23
1915...	925,735 37	482,349 80	143,466 60	325,865 86	262,654 51	18,135 13	625,911 92	....	95,929 40	....	1,551,551 77	1,328,496 91
1916...	1,320,569 33	624,808 12	192,744 50	349,024 48	248,702 04	22,465 69	842,058 75	42,562 89	91,317 74	1,954 13	2,138,121 95	1,594,177 46
1917...	1,459,459 93	655,127 58	217,318 28	419,266 84	305,286 86	17,676 10	985,452 19	47,824 69	107,255 05	1,465 44	2,331,905 79	1,881,296 29
1918...	1,937,054 80	647,162 91	228,092 91	462,526 51	485,057 18	19,376 52	1,260,079 27	52,651 90	111,097, 85	586 63	2,812,310 62	2,390,202 60
1919...	2,036,274 38	853,363 52	247,114 86	789,431 65	594,401 64	19,504 73	1,499,314 90	51,167 33	123,460 28	1,150 51	3,136,752 76	3,076,130 02
1920...	2,728,092 92	1,021,079 95	339,371 14	813,763 46	770,627 57	21,666 17	1,887,417 25	61,927 43	133,328 85	731 45	4,088,544 01	3,687,999 28
1921...	3,047,925 57	1,223,387 14	409,302 71	960,483 34	735,799 62	25,120 34	2,233,312 73	58,874 00	152,418 44	586 09	4,680,615 42	4,165,422 38
1922...	2,779,673 11	1,097,394 03	441,523 41	718,761 15	648,892 08	32,322 86	1,782,728 79	59,811 64	198,600 12	12,069 39	4,318,590 55	3,429,047 25
	22,820,703 82	11,186,654 69	3,443,904 90	7,290,654 75	5,503,735 76	284,374 07	15,807,898 83	374,819 88	1,618,492 77	18,543 64	37,451,263 41	30,861,432 42

Summary

Freight revenue	$22,820,703 82	Maintenance of way and structures	$7,290,654 75
Passenger revenue	11,186,654 69	Maintenance of equipment	5,503,735 76
Other revenue	3,443,904 90	Traffic expenses	284,374 07
		Transportation expenses	15,807,898 83
		Miscellaneous operations	374,819 88
		General expenses	1,618,492 77
		Transportation for investment, Cr	18,543 64
	$37,451,263 41		$30,861,432 42

Total revenue from transportation	$37,451,263 41
Total expenditures	30,861,432 42
	$6,589,830 99
Other income, etc	67,416 16
	$6,657,247 15
Paid Treasurer of Ontario	5,988,245 16
Balance profit and loss	$669,001 99

TRAFFIC AND MILEAGE STATISTICS

Passenger Traffic

Total passengers carried earning revenue	633,491
Number of passengers carried one mile	39,854,080
Number of passengers carried one mile per mile of road	121,321
Average distance carried, miles	62.91
Total passenger revenue	$1,097,394 03
Average amount received from each passenger	$1 73
Average receipts per passenger per mile (cents)	.02.75
Total passenger train service revenue	$1,318,370 34
Passenger service train revenue per mile of road	4,013 30
Passenger service train revenue per train mile	2 35

Freight Traffic

Number of tons carried earning revenue	1,185,453
Number of tons carried earning revenue one mile	208,033,296
Number of tons carried earning revenue one mile per mile of road	633,282
Average distance haul of one ton, miles	175.5
Total freight revenue	$2,779,673 11
Average amount received for each ton	2.34
Average amount received per ton per mile (cents)	.01.3
Freight revenue per mile of road	$8,461 71
Freight revenue per train mile	4 33

Total Traffic

Operating revenue	$4,318,590 55
Operating revenue per mile of road	13,146 39
Operating revenue per train mile	3 77
Operating expenses	3,429,047 25
Operating expenses per mile of road	10,438 50
Operating expenses per train mile	2 99
Net operating revenue	889,543 30
Net operating revenue per mile of road	2,707 89

Car Mileage

Average number of passengers carried one mile per car mile	10.3
Average number of passengers carried one mile per train mile	71.
Average number of passenger cars per train mile	6.9
Mileage of passenger cars	3,877,901
Mileage of loaded freight cars	9,657,244
Mileage of empty freight cars	5,846,720
Average number of freight cars per train mile	25.1
Average number of loaded freight cars per train mile	15.
Average number of empty freight cars per train mile	9.1
Average number of tons freight per train mile	324.1
Average number of tons freight per loaded car mile	21.5
Average mileage operated during the year	328.5

Train Mileage

Mileage of revenue passenger trains	502,666
Mileage of revenue mixed trains	59,005
Mileage of revenue freight trains	582,934
Mileage of revenue special trains	601
Total revenue train mileage	1,145,206

FREIGHT TRAFFIC

Company's Material Excluded—November 1st, 1921, to October 31st, 1922

Commodity	Whole Tons
Products of Agriculture—	
Wheat	33
Corn	60
Oats	5,494
Other grain	366
Flour	10,031
Other mill products	3,794
Hay and straw	13,599
Apples, fresh	835
Other fruit, fresh	2,401
Potatoes	2,726
Other fresh vegetables	1,469
Other agricultural products	273
Products of Animals—	
Horses	2,488
Cattle and calves	49,372
Sheep	24
Hogs	1,674
Dressed meat, fresh	781
Dressed meat, cured and salted	17
Other packinghouse products	94
Poultry	11
Eggs	354
Butter and cheese	1,164
Wool	16
Other animal products	58
Products of Mines—	
Anthracite coal	8,686
Bituminous coal	191,676
Coke	1,213
Other ores and concentrates	10,222
Clay, gravel, sand, etc	20,609
Slate and dimension stone	81
Asphaltum	166
Salt	589
Other mine products	4,958
Products of Forest—	
Logs, posts, poles and cordwood	58,432
Ties	17,917
Pulpwood	366,102
Lumber, timber, shooks, etc	88,404
Other forest products	205
Manufactures and miscellaneous—	
Refined petroleum, etc	7,636
Sugar	1,944
Iron, pig and bloom	330
Rails and fastenings	5,329
Bar and sheet iron, etc	5,802
Castings, machinery and boilers	7,330
Cement	10,605
Brick and artificial stone	5,683
Lime and plaster	5,107
Sewer pipes and drain tiles	328
Agricultural implements, etc	792
Automobiles and auto trucks	671
Household goods	2,230
Furniture	159
Beverages	1,407
Fertilizers	110
Paper, printed matter and books	142,700
Wood pulp	27,578
Fish, fresh and frozen or cured	2,374
Other canned goods	677
Other manufactures and miscellaneous	32,234
Merchandise	58,033
	1,185,453

STATISTICS

Comparative Passenger and Freight Traffic Statement

	Passengers	Revenue $ c
Number of passengers carried during year 1905	86,648	108,681 76
" " " " 1906	359,861	254,759 33
" " " " 1907	518,678	388,343 03
" " " " 1908	479,005	366,504 53
" " " " 1909	580,748	483,110 89
" " " " 1910	670,913	606,967 91
" " " " 1911	479,102	653,063 01
" " " " 1912	497,452	599,681 73
" " " " 1913	508,055	576,049 37
" " " " 1914	535,869	544,820 08
" " " " 1915	480,995	482,349 80
" " " " 1916	485,759	624,808 12
" " " " 1917	499,759	655,127 58
" " " " 1918	436,984	647,162 91
" " " " 1919	525,714	853,363 52
" " " " 1920	609,879	1,021,079 95
" " " " 1921	685,928	1,223,387 14
" " " " 1922	633,491	1,097,394 03
	9,074,840	11,186,654 69

Number of passengers carried one mile, period 1905 to 1922 inclusive..... 439,821,421

	Tons	Revenue
Number of tons of freight carried during year 1905	99,192	121,530 46
" " " " 1906	273,749	230,552 63
" " " " 1907	393,589	390,894 29
" " " " 1908	484,444	471,203 41
" " " " 1909	498,645	756,141 66
" " " " 1910	624,820	852,886 46
" " " " 1911	564,120	974,678 33
" " " " 1912	562,734	929,464 66
" " " " 1913	674,942	906,476 16
" " " " 1914	742,366	952,090 35
" " " " 1915	676,938	925,735 37
" " " " 1916	922,618	1,320,569 33
" " " " 1917	960,714	1,459,459 93
" " " " 1918	1,233,510	1,937,054 80
" " " " 1919	1,068,775	2,036,274 38
" " " " 1920	1,361,185	2,728,092 92
" " " " 1921	1,298,400	3,047,925 57
" " " " 1922	1,185,453	2,779,673 11
	13,626,194	22,820,703 82

Number of tons of freight carried one mile, period 1905 to 1922, inclusive..... 2,015,663,828

TONNAGE

Statement of Tons One Mile—November 1st, 1921, to October 31st, 1922

Month		Gross Tonnage—Pounds North Bound	South Bound	Total	Whole Tons	Tons One Mile
November,	1921	71,876,616	75,226,020	147,102,636	73,551	15,108,565
December,	"	72,634,372	72,832,565	145,466,937	72,733	13,832,912
January,	1922	58,723,336	106,810,093	165,533,429	82,767	15,223,966
February,	"	70,263,742	151,823,238	222,086,980	111,043	17,354,550
March,	"	88,450,343	221,486,493	309,936,836	154,968	23,145,000
April,	"	77,070,954	154,309,288	231,380,242	115,690	19,423,318
May,	"	53,887,414	126,751,604	180,639,018	90,320	16,105,253
June,	"	58,109,045	123,825,488	181,934,533	90,967	16,775,276
July,	"	72,063,295	118,310,879	190,374,174	95,187	16,063,477
August,	"	75,838,309	115,550,375	191,388,684	95,694	17,887,642
September,	"	70,100,226	125,655,762	195,755,988	97,878	18,056,674
October,	"	84,947,293	124,361,989	209,309,282	104,655	19,056,663
Total.....		853,964,945	1,516,943,794	2,370,908,739	1,185,453	208,033,296

PASSENGER TRAFFIC

Statement of Passengers, Revenue, Passengers One Mile and Passenger Revenue Per Mile, From November 1st, 1921, to October 31st, 1922

Form of Ticket	Passengers	Revenue	Passengers One Mile	Revenue per Passenger, One Mile
		$ c		c
Ordinary	558,169	948,147 47	33,306,435	.02.85
Commercial	41,484	86,377 37	3,273,276	.02.63
Excursion	21,680	53,909 86	2,849,802	.01.89
Militia	1,642	5,755 55	216,375	.02.66
Market	7,196	2,675 13	134,087	.01.99
Scholars	3,320	528 65	74,105	.00.71
	633,491	1,097,394 03	39,854,080	.02.75

NIPISSING CENTRAL RAILWAY

Review of Fiscal Year 1922

Statistical data covering the year's operation show that the gross revenue in 1922 decreased $11,842.93—or 11.6 per cent.—as compared with 1921.

Operating expenditures, however, during current year, decreased $43,568.50 equal to 30.8 per cent., while the net results show a loss of $7,943.54, as compared with a loss of $39,669.11 during preceding year. This is a reduction in loss of $32,725.57 equal to 82.5 per cent.

It is quite possible that the loss of $7,943.54 during 1922, would have been materially reduced, but for the unfortunate conditions consequent upon the disastrous fire of October 4th, which destroyed part of company's rolling stock, track, transmission line, *et al.*, practically tying up the operation of the road for the entire month.

The total number of passengers carried in 1922 was 844,034, as compared with 1,084,414 in 1921—a decrease of 240,380 fares, equal to 22.3 per cent., resulting in a corresponding decrease in car mileage *et al.*

Insurance against fire was covered to the extent of $100,265.00.

There has been no change in track mileage during the year, and the buildings, rolling stock and equipment have been fully maintained to the usual standard requirements of the road.

GEO. W. LEE,
President.

Comparative Statement of Earnings and Expenditures and Result of Operation

FISCAL YEARS 1920-1921

	1922	1921
Revenue from transportation	$88,111 42	$100,220 06
Revenue other than transportation	2,014 71	1,749 00
	$90,126 13	$101,969 06
Expenditures	98,069 67	141,638 17
Loss	$7,943 54	$39,669 11

MISCELLANEOUS STATISTICS	1922	1921
Passenger car hours	18,436	25,527
Passenger car miles	188,780	261,213
Total passengers carried	844,034	1,084,414
Average daily receipts	$241 40	$274 58
Average receipts per car hour	4 36	3 57
Average receipts per car mile	43	35
Earnings per passenger	09	08

INSURANCE		
Buildings and contents	$35,465 00	
Rolling stock	64,800 00	
		$100,265 00

SUPERINTENDENT'S REPORT

I beg to submit the following report on Maintenance of Way and Maintenance of Equipment and Operation for the year ending October 31st, 1922.

Mileage operated during the year was as follows:

	Miles	Miles
Main Track		
Owned and maintained by Company	4.92	
Leased from T. & N. O. Railway Commission, maintained by Company	5.28	
Maintained by Commission	5.17	
Total Main Track		15.37
Sidings and Spurs		
Sidings on that part of the line leased from T. & N. O. Railway Commission,—		
Yard Tracks and Sidings	1.55	
Private Sidings	1.73	
Sidings on that part of the line owned by N. C. Railway,—		
Yard Tracks and Sidings	1.91	
Private Sidings	0.11	
Total Sidings		5.30
Total Track		20.67

The fire of October 4th did a great deal of damage to the track and overhead system of the railway in the towns of North Cobalt and Haileybury. Also two passenger cars were destroyed.

No additions were made to the road or equipment during the year.

The equipment which has been kept in serviceable condition consists of eight electric motor passenger cars, one combination switching locomotive express car and snow plow, one motor-driven snow plow and two freight cars.

Cars were operated during the year as follows:

First car leaves New Liskeard for Cobalt 6.45 a.m. and hourly thereafter until 10.45 p.m.—the last car at 11.30 p.m. returning to car barns.

First car leaves Cobalt for Kerr Lake 6.15 a.m. and every two hours thereafter until 10.45 p.m.—the last car leaving Kerr Lake at 10.45 p.m.

First car leaves Haileybury for New Liskeard at 6.15 a.m. and hourly thereafter until 11.15 p.m.

Car leaves Kerr Lake 6.45 a.m. for Cobalt —running through to Haileybury and every two hours thereafter until 10.45 p.m.

Cars leave Haileybury for Cobalt 5.45 p.m., 6.15 a.m., 7.15 a.m., 7.45 a.m., 8.15 a.m., 9.15 a.m., 9.45 a.m., 10.15 a.m., and so on until 11.15 p.m.

Cars leave Cobalt for Haileybury 5.15 a.m., 6.45 a.m., 7.15 a.m., 7.45 a.m., 8.45 a.m., 9.15 a.m., 10.45 a.m., and so on until 11.15 p.m.

In addition to this, each Saturday night, one car leaves Cobalt for Kerr Lake and Haileybury at 12.00 midnight.

Sundays, two cars leave barn at 7.00 a.m., and one at 8.00 a.m., following the weekday schedule.

Respectfully submitted,

W. A. GRIFFIN,
Superintendent.

NIPISSING CENTRAL RAILWAY

General Balance Sheet, October 31st, 1922

Assets		
Property Owned:		
Cost of road, as of Oct. 31, 1921	$318,863 16	
Cost of road for year ended Oct. 31, 1922	301 24	$319,164 40
Cost of equipment, as of Oct. 31, 1921	$132,374 49	
Cost of equipment for year ended Oct. 31, 1922		132,374 49
Working Assets:		
Accounts collectible	$1,841 39	
Balance due on townsite sales	5,729 31	
Balance due from agents and conductors	210 97	
Material on hand	15,311 76	23,093 43
Deferred Debit Items:		
Insurance paid in advance	$44 40	
Survey, North Temiskaming	8,281 00	8,325 40
Other Assets:		
Franchise	$1 00	
Profit and loss balance	93,960 19	93,961 19
		$576,918 91

Liabilities		
Capital stock		$159,000 00
T. & N. O. Railway—advance		408,589 40
Working Liabilities:		
Cash	$1 87	
Audited accounts	9,327 64	9,329 51
		$576,918 91

Profit and Loss

To balance, October 31, 1921	$85,600 80	
Townsites	677 20	
Uncollectible accounts	167 86	
Unclaimed wages	16 00	
Result operation for year ended October 31, 1922, deficit	7,943 54	
	$94,411 40	
Adjustment stores to inventory		$451 21
By balance, October 31, 1922		93,960 19
		$94,411 40

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION

November 1st, 1920, to October 31st, 1922

	Nov. 1st, 1921, Oct. 31st, 1922		Nov. 1st, 1920, Oct. 31st, 1921	
REVENUE		$ c		$ c
Passenger		78,912 29		89,583 92
Baggage		1,111 85		1,075 50
Special car		408 00		505 50
Switching		7,679 28		9,055 14
Station and car privileges		500 00		500 00
Demurrage		480 00		509 00
Rents of buildings and other property		1,033 71		740 00
Miscellaneous		1 00		.....
Total Income		90,126 13		101,969 06
OPERATING EXPENSES	Operating Ratio		Operating Ratio	
Maintenance way and structures	21.7	19,527 03	22.9	23,326 23
Maintenance of equipment	10.5	9,519 78	27.9	28,470 35
Power	22.3	20,107 62	25.	25,536 37
Transportation	32.8	29,541 42	41.3	42,117 57
Traffic	....	7 50	....	.....
General	5.7	5,154 90	10.6	10,765 96
Total	93.	83,858 25	127.7	130,216 48
OTHER EXPENDITURES				
Interest		6,142 22		2,918 62
Rent, lease of road		8,069 20		8,503 07
Total		14,211 42		11,421 69
Total expenditures		98,069 67		141,638 17
Net result		7,943 54 Dr.		39,669 11 Dr.

MISCELLANEOUS STATISTICS

	Nov. 1st, 1921, Oct. 31st, 1922	Nov. 1st, 1920, Oct. 31st, 1921
Passenger car hours	18,436	25,527
Passenger car miles	188,780	261,213
Total passengers carried	844,034	1,084,414
Average daily receipts	$241 40	$274 58
Average receipts per car hour	4 36	3 57
Average receipts per car mile	.42.6	.34.9
Earnings per passenger	.09.3	.08.2

STATEMENT SHOWING INVESTMENT IN ROAD AND EQUIPMENT

November 1st, 1921, to October 31st, 1922

Rails, rail fastenings and joints	$407 36 Cr.	
Track and roadway labour	98 26 Cr.	
Poles and fixtures	295 73 Cr.	
Distribution system	347 29	
Stations, miscellaneous buildings and structures	755 30	
		$301 24

Details of charges:—

ROAD

Covered platform, Exhibition Grounds, New Liskeard	$755 30	
Siding, Temiskaming Pulp and Paper Co., Limited, Haileybury	263 64	
Ball grounds spur, North Cobalt, portion lifted	717 70 Cr.	
		$301 24

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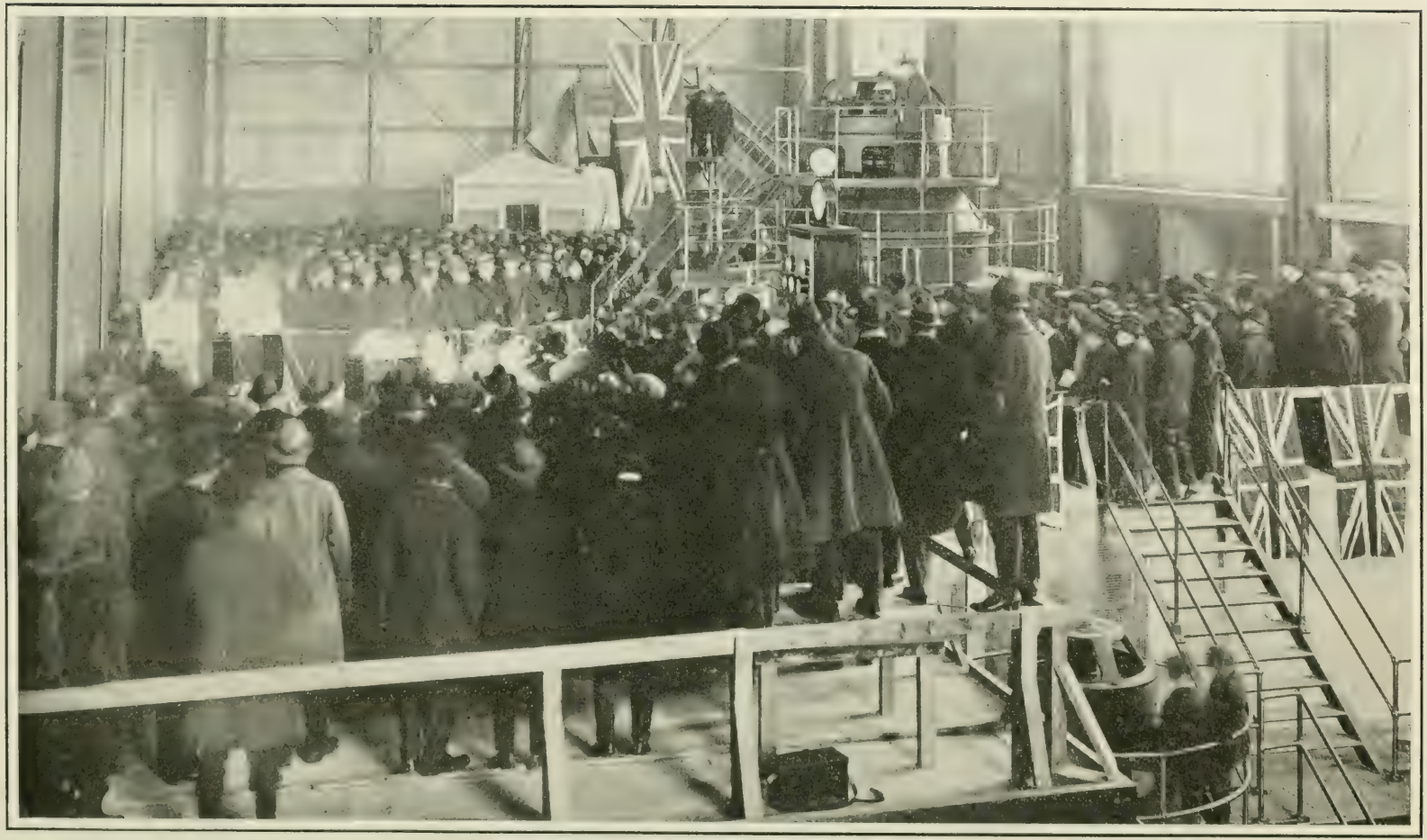

QUEENSTON-CHIPPAWA POWER DEVELOPMENT
Queenston power house. Opening ceremony, December 28, 1921

Fifteenth Annual Report

OF THE

HYDRO-ELECTRIC POWER COMMISSION

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR ENDED OCTOBER 31st

1922

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

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1923

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To His Honour The Honourable Harry Cockshutt,

Lieutenant-Governor of Ontario

May It Please Your Honour:

The undersigned has the honour to present to your Honour the Fifteenth Annual Report of the Hydro-Electric Power Commission of Ontario for the fiscal year ending October 31st, 1922.

This Report covers all of the Commission's activities and also embodies those of the municipal Electric Utilities operating in conjunction with the various systems to supply electric service to the people of the Province. The financial statements, the statistical data, and the general information herein submitted have been so arranged and presented as to give the reader a ready and intelligent grasp of every important feature of the Commission's operations.

The Report deals with the various operations of the Commission for the past year with respect to 13 systems to which are connected 239 municipalities, 65 townships and rural districts and 51 industrial companies. The Report also shows the cumulative results for the various periods during which operation has been maintained.

No one taking a broad outlook on world conditions can fail to be impressed with the difficulties which still beset general commercial and industrial advancement. European markets, especially, have been unable to resume their normal importations, and this has had its effect upon Canadian manufactured and agricultural products. There have been circumstances in the great Republic to the south which, of late, have been unfavourable with respect to our exports to this important market. Obviously, such circumstances have contributed to a curtailment in the growth of the demand for electrical energy for power purposes. No review of the last year's operations of an organization such as the Hydro-Electric Power Commission can properly be appraised without taking cognizance of the important factors referred to. It is a gratification to know, however, that, notwithstanding all such adverse factors, the Commission's operations during the past year have been the most successful in its history.

It is most gratifying to the Commission to be able to report that the increase in revenue in the municipalities in the Niagara district was sufficient to carry the Queenston-Chippawa development without the necessity, with but very few exceptions, of having to increase the rates *to consumers*.

In reviewing the results of the year's work there are two aspects of the Commission's operations which should clearly be distinguished, namely, the relationship of the Commission to the municipalities and the relationship of the municipalities to their customers. This statement deals particularly with the operations of the Commission with the municipalities, with respect to which the total revenue for the year was $7,893,979.41, while the cost of service, made up of the cost of power, operation, maintenance, administration and interest, was $7,102,737.09, and the necessary sinking fund and reserves for renewals and contingencies amounted to $947,062.06, making a total of $8,049,799.15. As is its custom, the Commission at the beginning of the year determined a schedule of rates to cover the estimated cost of service to all municipalities. After meeting all obligations in accordance with Section 23 of the Power Com-

mission Act, the expenditures and reserves exceeded the revenue by $155,819.74, or 1.97 per cent. This amount was billed to the municipalities and taken up in their operation and balance sheets, so that the Commission's balance sheet with the municipalities shows neither profit nor loss.

A summary of the financial operations of the Commission with the municipalities comprising the various systems is presented under the respective systems as follows:

NIAGARA SYSTEM

While the actual cost of development, transmission and administration exceeded the estimates on which the interim rates were based, by $307,257.73, this deficit has been billed to the municipalities and absorbed in their operating costs. After absorbing this deficit, the municipal accounts show a gross surplus from the year's operation of $1,006,444.62 and a net surplus of $406,330.40, after providing for $600,114.22 depreciation.

On the Niagara system there were only thirteen municipalities that showed an actual deficit during the year, totalling $21,416.07 out of a total gross revenue of $10,407,875.83.

During the year, several serious accidents occurred in the Ontario Power Company's generating station and in the Queenston-Chippawa generating station. These circumstances necessitated some of the generators being laid up for repairs for an extended period, and this, in turn, necessitated the purchase of a considerable quantity of electrical power to supply the requirements of the Niagara system,—a fact which materially increased the cost of power supplied to the municipalities in this system.

During the past year there has been a gradual increase, both in the number of customers supplied on the Niagara system and also in the loads supplied to the various municipalities.

SEVERN SYSTEM

The Severn system is supplied from the Big Chute development on the Severn river, with arrangements for auxiliary supply from the Eugenia system, the Wasdells system and the Orillia plant at Ragged rapids. This system supplied seventeen municipalities and one rural power district, located south of Georgian bay and west of lake Simcoe.

The municipal records show a net surplus from the year's operation of $46,996.62 after providing for the full amount of the depreciation. One small village showed a deficit of $107.25; all the other municipalities have a credit balance on the system's operation.

EUGENIA SYSTEM

The Eugenia system is supplied with power from a generating plant located at Eugenia falls on the Beaver river, about twelve miles south of Georgian bay, and serves twenty-three municipalities and two rural power districts in the surrounding district.

The actual cost of development and operation was $22,915.02 less than the estimates on which the interim rates were based, and the municipalities operated with a net surplus for the year of $40,098.58, after providing for the full amount of the depreciation.

The increase in the power requirements of the municipalities on this system has made it necessary for the Commission to investigate the installation of a second pipe line in order to increase the capacity of the generating plant.

WASDELLS SYSTEM

The Wasdells system, with a generating plant located at Wasdells falls, on the Severn river, supplies eight villages and two industrial loads located west of lake Simcoe; two villages being added to the system during the past year.

The actual cost of power during the year was $5,288.53 less than the estimates on which the interim rates were based, and the municipalities operated with a net surplus of $11,049.36 after providing for the full amount of the depreciation.

The only municipal deficit was in one village which had operated for only two months and the loss was something less than $100.00.

MUSKOKA SYSTEM

The Muskoka system is supplied from a development at High falls, on the Muskoka river, and serves the municipalities of Huntsville and Gravenhurst.

These municipalities absorbed the actual cost of power and operated with a net surplus during the year of $2,627.95 after providing for the full amount of the depreciation.

ST. LAWRENCE SYSTEM

The St. Lawrence system serves the district immediately to the north of the St. Lawrence river, between Brockville and Cornwall; the supply of power for the system being purchased from the Cedar Rapids Transmission Company; the power being delivered at a point near Cornwall.

The increased load on the system has made it necessary, during the year, to construct additional lines and make other necessary changes, so that power is now transmitted over the system at 44,000 volts instead of 22,000 volts, as formerly.

The municipalities forming this system operated during the year with a net surplus of $23,739.92 after providing for the full amount of the depreciation.

RIDEAU SYSTEM

The Rideau system serves the district in the vicinity of Smiths Falls, Perth and Carleton Place; power being supplied for the system from a Hydro-electric development at High Falls, on the Mississippi river, from the Carleton Place generating plant, and, also, with power purchased from the Rideau Power Company.

All of the municipalities on this system operated at a profit; the total for the year amounting to $25,592.07 after providing for the full amount of the depreciation.

THUNDER BAY SYSTEM

The Thunder Bay system is located north of lake Superior and is supplied with power from a power development constructed by the Commission on the Nipigon river, approximately sixty miles from the city of Port Arthur.

Owing to circumstances over which the Commission had no control, some of the loads it was expected to supply from this plant during the year did not materialize, and, in consequence, the amount at which the municipality of Port Arthur was billed for power during the year was not sufficient to meet all of the charges on the development. The Nipigon plant, it will be recalled, was

installed with sufficient capacity to supply the power requirements of large pulp and paper undertakings which all evidences indicated would, in the near future, be established in this district.

In 1922, negotiations with a large pulp and paper company had reached the stage where a contract for a large block of power will, probably, be signed early in the coming year. With this large additional load on the system, it will, in a few years, be on a self-supporting basis without the necessity of increasing the rate at which the municipality of Port Arthur is now being billed for power.

During the year, the municipality of Port Arthur has been billed for the load taken at a rate of $25.00 per horsepower and the cost of operation in excess of this rate is being carried forward as a charge against the future operation of this system.

CENTRAL ONTARIO SYSTEM

This system was purchased by the Government of the Province from the former owners, the Electric Power Co., Ltd., on March 1, 1916. Since June 1, 1916, it has been operated continuously by the Hydro-Electric Power Commission of Ontario, as trustees for the Province, and serves the district lying between Whitby and Kingston.

An additional power development was constructed at Ranney falls on the Trent river, to supply the growing demand for power. This plant was placed in operation in August, 1922, and adds 10,000 horsepower to the capacity of the system.

The financial results of the operations for the past year were satisfactory. The revenue was sufficient to meet all costs of operation, all interest charges and to provide the full required increments of reserves for renewals, contingencies, and sinking fund on that portion of the investment for which sinking fund provision is required. Total accumulated reserves now amount to $1,217,980.25.

Gratifying improvement has been made in the financial position of local utilities such as gas plants, waterworks system and street railway.

Those interested in the work of the Hydro-Electric Power Commission will find its various operations fully set forth in the extensive tables which comprise this Report. A review of the various data will disclose many interesting features. Thus, by way of illustration, the automatic reduction in the debenture debt, due to the annual principal or sinking fund payments being provided for out of revenue, and the remarkable accumulation of assets, reflect the satisfactory financial condition of the Hydro utilities generally. The tabular statement on page 295 shows in condensed form the relation of assets to liabilities in fifty municipalities. In the first eighteen municipalities the quick assets such as cash, bonds, accounts receivable and inventories exceed in value the total liabilities, including the debenture balance, and they may be considered as being out of debt. In the remaining thirty-two municipalities the excess of liabilities over the quick assets is relatively so small that a number of them will be transferred to the "out-of-debt" list when the books are closed at the end of 1923.

Respectfully submitted,

ADAM BECK,
Chairman

Toronto, Ontario, March 30th, 1923.

Colonel Sir Adam Beck, Kt., LL.D.,
Chairman, Hydro-Electric Power Commission of Ontario,
Toronto, Ontario.

Sir,—I have the honour to transmit herewith the Fifteenth Annual Report of the Hydro-Electric Power Commission of Ontario for the fiscal year ended October 31st, 1922.

I have the honour to be,

Sir,

Your obedient servant,

W. W. Pope,
Secretary

HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO

COLONEL SIR ADAM BECK, Kt., LL.D., *Chairman*

LT.-COL. HON. D. CARMICHAEL, D.S.O., M.C.

FRED R. MILLER, Esq.

W. W. POPE, *Secretary*

F. A. GABY, *Chief Engineer*

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TRANSMISSION LINES AND STATIONS OF THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO - AT END OF VOLUME

FIFTEENTH ANNUAL REPORT

OF THE

Hydro-Electric Power Commission of Ontario

SECTION I

LEGAL PROCEEDINGS

HIS MAJESTY, by and with the consent of the Legislative Assembly of the Province of Ontario, in 1922, passed eight special Acts relating to the work of the Hydro-Electric Power Commission of Ontario. These Acts are reproduced in full as an appendix to this report. The short titles to the said Acts are as follows:

The Power Commission Act, 1922, Chapter 31.
The Rural Hydro-Electric Distribution Act, 1922, Chapter 32.
An Act respecting the filing of Claims against certain Companies or their Properties, Chapter 33.
The County of York Radial Railway Act, 1922, Chapter 34.
The Toronto Suburban Railway Company Act, 1922, Chapter 35.
The Municipal Electric Railway Act, 1922, Chapter 69.
An Act respecting the City of Niagara Falls, Chapter 120.
An Act respecting the Sandwich, Windsor and Amherstburg Railway, Chapter 144.

The agreements between the Hydro-Electric Power Commission of Ontario and the Municipalities and Corporations mentioned in the list hereunder given were approved by Order-in-Council dated the 28th day of April, 1922. These agreements are as follows:

With the Town of Orillia, 9th December, 1919.
With the Town of Thorold, 20th December, 1920.
With the Town of Uxbridge, 3rd March, 1920.
With the Town of Merritton, 25th November, 1920.
With the Town of Alexandria, 26th January, 1920.
With the Town of Kincardine, 30th June, 1920.
With the Town of Wingham, 20th February, 1920.
With the Village of Newbury, 1st November, 1920.
With the Village of Wroxeter, 21st January, 1921.
With the Village of Port Perry, 4th May, 1920.
With the Village of Lucknow, 5th March, 1920.
With the Village of Norwood, 17th March, 1920.
With the Village of Lakefield, 14th February, 1920.
With the Village of Teeswater, 2nd March, 1920.

With the Village of Lancaster, 10th February, 1920.
With the Village of Lanark, 10th January, 1921.
With the Village of Maxville, 26th January, 1920.
With the Police Village of Martintown, 23rd April, 1920.
With the Police Village of Apple Hill, 25th May, 1920.
With the Police Village of Kirkfield, 24th February, 1920.
With the Police Village of Priceville, 8th March, 1920.
With the Township of Winchester, 6th November, 1920.
With the Township of Elizabethtown, 6th December, 1920.
With the Ontario Rock Company, Limited, 30th January, 1920.
With His Majesty The King represented by the Minister of Militia and Defence, 1st December, 1920.
With the Arthur Pequegnat Clock Company of Kitchener, — October, 1920.
With the G. W. MacFarlane Engineering Ltd., 2nd October, 1920.
With the Nipigon Fibre and Paper Mills Limited, 1st October, 1920.
With the Brunner Mond Canada Limited, 9th September, 1920.
With the Village of Wardsville, 14th March, 1921.
With the Village of Port Dover, 22nd November, 1921.
With the Village of Queenston, 25th July, 1921.
With the Village of Thedford, 22nd September, 1921.
With the Village of Alvinston, 24th June, 1921.
With the Village of Kemptville, 21st December, 1920.
With the Township of Beverley, 15th December, 1921.
With the Township of Yarmouth, 8th November, 1921.
With the Township of Raleigh, 21st November, 1921.
With the Township of North Dorchester, 18th November, 1921.
With the Township of Westminster, 29th November, 1921.
With the Township of Charlottenburg, 3rd October, 1921.
With the Township of West Nissouri, 15th December, 1921.
With the Township of South Dorchester, 7th November, 1921.
With the Township of Brantford, 31st October, 1921.
With the Township of Nottawasaga, 20th October, 1921.
With the Township of Howard, 7th November, 1921.
With the Township of Thorold, 15th December, 1921.
With the Township of Orford, 26th November, 1921.
With the Township of Nepean, 25th August, 1921.
With the Township of Edwardsburg, 1st August, 1921.
With the Township of Augusta, 9th May, 1921.
With the Township of North Oxford, 5th December, 1921.
With the Township of Willoughby, 1st December, 1921.
With the Township of East Nissouri, 21st December, 1921.
With the Township of Crowland, 15th December, 1921.
With the Township of Norwich, 14th November, 1921.
With the Township of Artemesia, 29th October, 1921.
With the Township of Bertie, 10th November, 1921.
With the Township of Stamford, 14th November, 1921.
With the Township of Kinloss, 21st November, 1921.
With the Township of Chatham, 21st November, 1921.
With the Township of Sandwich East, 14th November, 1921.
With the County of Welland, 10th May, 1921.
With the Standard Steel Construction Company of Welland, 15th February, 1921.

With the Brantford Sand and Gravel Company, Ltd., 24th October, 1920.
With the Dominion Sugar Company Ltd. of Chatham, 29th December, 1921.
With the Ontario Power Company of Niagara Falls, 11th November, 1920.
With the Water & Light Commission of the Town of Campbellford, 9th July, 1921.
With the Water & Light Commission of the Town of Preston, 7th July, 1921.

RIGHT-OF-WAY AND LANDS

Rural Power Lines

The construction of rural power lines to supply electrical energy to farmers has been proceeded with quite actively during the past year, and while in general the municipalities in which the lines have been constructed have taken care of pole and tree trimming rights, yet there have been quite a number of cases in which the services of an agent of the Right-of-Way have been required to arrange necessary settlements.

The procedure followed by the department when the construction of rural or other lines, upon public highways, has been decided upon is to communicate with the authorities controlling the roads or highways upon which it is proposed to locate lines, viz.: provincial highways, county provincial roads, suburban roads, county roads, or ordinary municipal roads, and arrange for the consent and co-operation of these authorities in the location of these lines. This course has worked out very satisfactorily and has prevented any friction between the authorities controlling the different classes of roads and the Commission, and especially in the case of roads controlled by the provincial Department of Highways.

During the year a settlement has been arranged with that department as to the cost of moving poles on roads which have been taken over by that department since the construction of pole lines upon them.

Rural lines have been constructed or arrangements made for such construction in the following townships:

Augusta, Bertie, Blenheim, Brantford, Charlottenburg, Caradoc, Chatham, Clinton, Dover, East Flamboro', East Zorra, Edwardsburgh, Flos, Grantham, Harwich, Kingston, London, Louth, Maidstone, Markham, North Dumfries, Nottawasaga, Oro, Orford, Rochester, Saltfleet, Sandwich West, Sarnia, Scarboro', Stamford, Stephen, Sunnidale, Thorold, Toronto, West Oxford, Willoughby, Vaughan.

Toronto and Niagara Power Company

The work of investigating the titles of the various properties owned by this and associated companies which came over in the "Clean Up" deal, and of transferring the same, was completed during the year.

In this connection a number of properties necessary for terminal facilities in connection with the Metropolitan railway at North Toronto were acquired for the Toronto and York Radial railway.

Wasdells Falls

All the claims, some thirteen in number, for flooding lands in connection with this development, were settled during the year to the satisfaction of claimants.

Queenston—Hamilton High-Tension Line

Nearly all of the outstanding right-of-way requirements for this line were secured during the year. It was found necessary to purchase a number of properties in this connection in the town of Grimsby and in the outskirts of St. Catharines where subdivisions had been made. Arrangements also had to be made to move a number of buildings from the right-of-way.

The construction of this line further rendered it necessary to settle a large number of claims for damages, especially in the fruit growing districts.

An additional parcel of land was also secured for the extension of the Hamilton station site.

Negotiations have also been carried on with the City Council of Hamilton and with the Parks and Harbour Boards of that city for the right to cross Burlington bay with this line in order to connect with a previously constructed line in the township of East Flamboro'.

Low-Tension Lines

In addition to the rural-power and high-tension lines referred to, considerable work has been carried on in connection with low-tension work for the purpose of supplying power to a number of the smaller urban municipalities.

The principal lines on which work was carried on in this connection were:

1. In the town of Trenton
2. In the town of Bowmanville
3. At Binkley's Corners
4. Teeswater to Kinloss
5. Balderson to Lanark
6. Morrisburg to Prescott
7. Brockville to Eugene Phillips' Plant
8. Preston to Kitchener
9. York Station to Islington
10. Grimsby to Beamsville
11. Dundas to Copetown
12. Seaforth to Clinton
13. Newbury to Glencoe
14. Newbury to Wardsville
15. Bothwell to Newbury
16. Forest to Thedford
17. Watford to Alvinston
18. Petrolia to Waterworks
19. Fletcher to Merlin
20. Cannington to Greenbank
21. Greenbank to Port Perry and Uxbridge.

Nipissing Development

In connection with the proposed development on the South river it was found necessary to acquire a number of parcels of land for flooding purposes.

Hanover Quarries

During the year the Commission disposed of the stone quarries in the township of Brant and of the Spur Line railway connecting this property with

the Grand Trunk railway. Hanover Stone and Cement, Limited, were the purchasers.

A number of other properties no longer required by the Commission were also disposed of.

Miscellaneous

The number of transactions carried to completion by the Department during the year is as follows:

Number of parcels of land purchased	51
Number of tower easements and overhang rights secured	128
Number of pole easements secured	83
Number of anchor agreements secured	98
Number of tree trimming agreements secured	169
Number of damage claims settled	181

SECTION II

TRANSMISSION SYSTEMS

NIAGARA SYSTEM

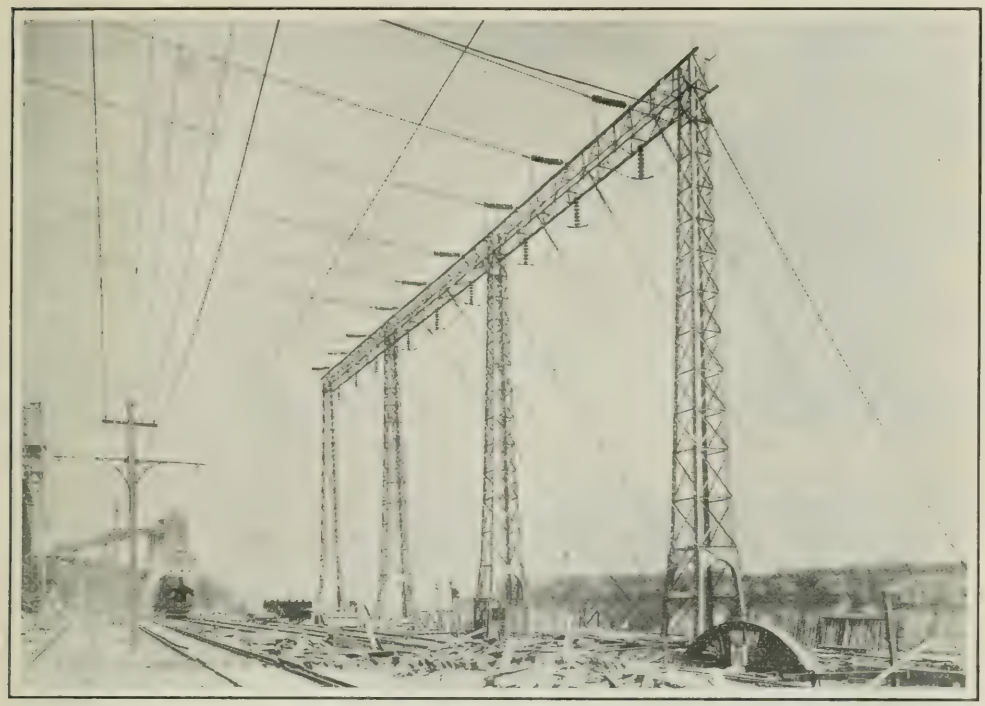
The principal work in hand at the beginning of the year was the development of the 110,000-volt lines of the Niagara system so as to connect the Queenston generating station with the existing lines and to provide for the delivery of the electrical energy from this new plant at points in the Province where the demand was increasing most rapidly. The loads of the Toronto and Hamilton districts required the most attention. During the year the tie line from Queenston generating station to the 110,000-volt trunk lines between Niagara Falls and Dundas was completed and put in operation. This line is now carrying 200,000 horsepower or more.

The new trunk line from Queenston generating station by way of Burlington Beach, to a point of intersection with the existing trunk lines between Dundas and Toronto, north of Burlington, has been completed as far as the new 110,000-volt station at East Hamilton and is in operation.

Negotiations have been carried on practically throughout the year regarding the right-of-way in the vicinity of Burlington Beach and along the streets and on public property in the city of Hamilton. These negotiations are still active and no construction work has been carried out on this section of line.

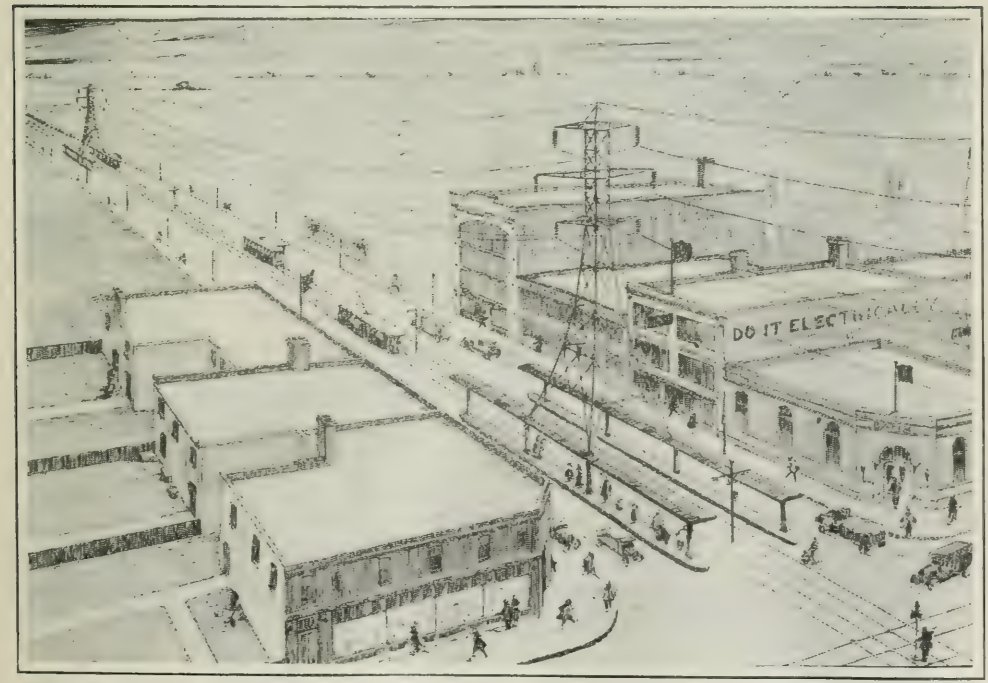
An appropriation has been made for preliminary work on a trunk line at 110,000 volts from Queenston generating station to the St. Thomas district.

The study of the transmission line network in the vicinity of Niagara Falls and Queenston in connection with these and other radiating lines brought out very clearly during the year the necessity for some co-ordinated scheme for such lines as they become more numerous in the various districts. A study of the situation also leads to the conclusion that provision should be made for the transportation of electrical energy in the same right-of-way as is already used for the transportation of goods and vehicular traffic. Some progress has been made in this connection in that two or three municipalities have adopted the principle of one-way traffic on pavements, and have approved of the carrying of steel structures along the boulevard or planting strip in the centre of a right-of-way 66 feet or more in width. In this they follow a practice common in foreign countries and one whose underlying principle has led to the development of the sketch, reproduced herewith, which indicates the possibilities of carrying a paved roadway or preferably one or more suburban trolley tracks within the tower area by erecting piers for the support of the tower at each side of the tracks or roadway. In the case of the trolley lines, this has a particular advantage, since the width of the boulevard or railway right-of-way from curb to curb must be sufficient to provide for loading platforms. The piers for the towers may either alternate with these loading platforms, which have a spacing of 500 to 700 feet, or may be used as supports for a small loading platform as indicated.



TRANSMISSION LINES—NIAGARA SYSTEM

Towers on Queenston escarpment wall for high-voltage (110,000 volts) outgoing lines from Nos. 1, 2 and 3 units in Queenston generating station. October 5, 1922



Sketch illustrating tentative scheme for using the one right-of-way for pedestrian, vehicular and railway traffic and for the transmission of electricity at high voltage

In order not to spoil good farm land and make it non-productive and a menace on account of weeds, tower rights were arranged and the towers erected in such a way as to interfere very little with the agricultural operations. The cut reproduced herewith and described as tower No. 117, shows a tree growing within the base of the tower. This indicates what may be done in this connection.

The cut of a semi-anchor tower, 3 degree angle, indicates standard practice at small angles for the Queenston–Burlington trunk line which is operated at 110,000 volts and which has a rated capacity of 50,000 horsepower per circuit.

The cut marked "New Welland Ship Canal Crossing," shows another section of this line. The conductors are 150 feet above the water. The tower in the foreground is 205 feet high.

Considerable alterations have been made in the grounded wire equipment throughout the system. As a result of interruptions to the 110,000-volt system on account of sleet storms during the year, it was decided that, where possible, all but one, and in some cases all, of these grounded protective wires should be removed from the steel towers, since their efficiency as protective equipment could not readily be measured and was therefore problematical, and since the failure of these ground wires accounts for a very large proportion of the interruptions. This work was completed during the year.

In order to reduce materially the length of time taken to get a system covering several hundred miles of territory back into service after it has been once interrupted, a considerable study of the communication systems to serve these power lines was made and wireless communication of various types was adopted during the year. Guided wave wireless has been given some attention. By this method emanations from an aerial paralleling the power wires for a short distance near the station are transferred to the power conductors. These are carried on these wires to some point where they are collected inductively on another receiving aerial. Several stations of this type have been installed and are giving fair satisfaction.

In order to increase the range and to eliminate the possibility of interruption of communication of this sort with power lines, standard radio distributing stations are being installed at a number of the more important stations.

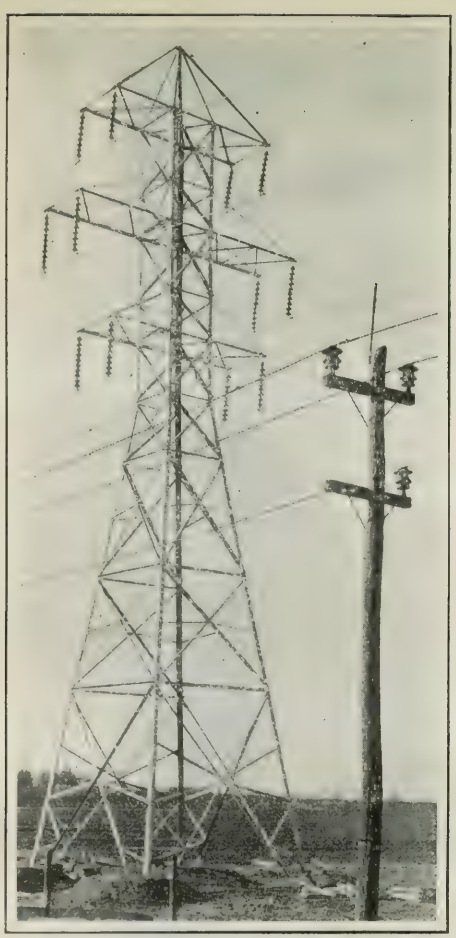
In addition to construction work, a great deal of attention was given the purchase of the Toronto and Niagara Power Company and allied organizations by the Commission. This purchase involved a great deal of detail work, including surveys, checking up of locations and examination of suitability of the properties presented for the structures and lines involved.

EUGENIA SYSTEM

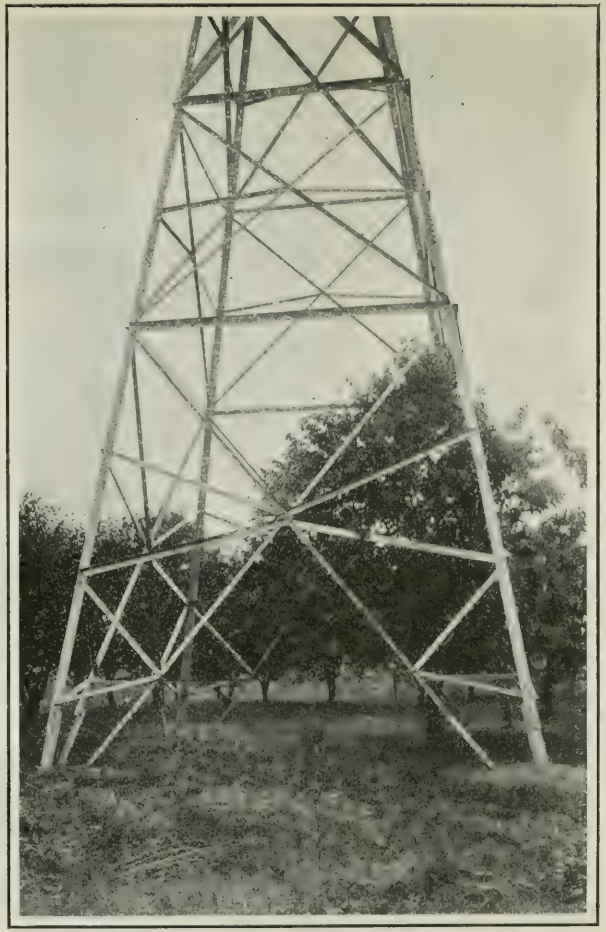
Considerable difficulty was experienced throughout this system in securing undertakings for the cost of revising lines where highway work interfered with the transmission structures. The line entrances and switching structures were revised at some of the stations, including Hanover.

WASDELLS SYSTEM

About 40 miles of low-tension lines were built during the year, the principal extension being in the Wasdells system to the south so as to serve municipalities in the vicinity of Uxbridge and Port Perry. Apart from these lines, the extensions were short and were installed largely to serve customers already located near the lines.

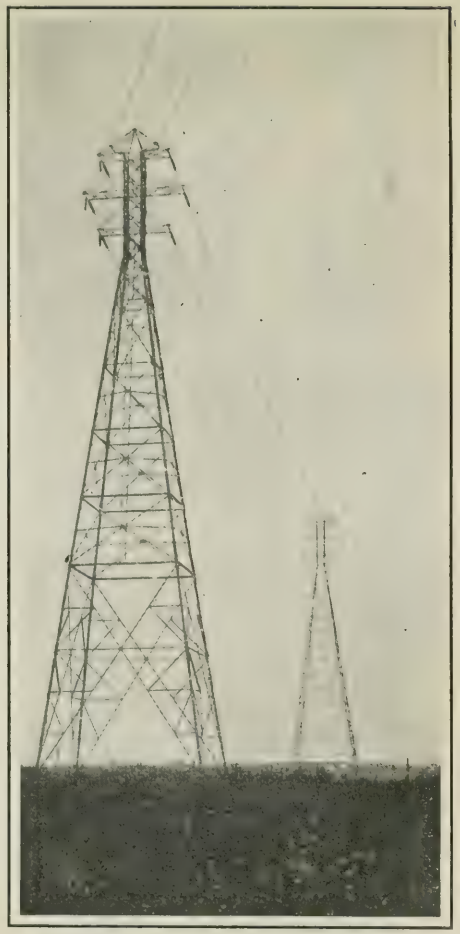


Semi-anchor tower, 3-degree angle. Typical of standard practice at small angles on the Queenston-Burlington trunk line. March 15, 1922



TRANSMISSION LINES—NIAGARA SYSTEM

Tree within base of tower No. 117, construction No. 120. October 5, 1922. See context



Queenston-Burlington trunk line crossing the new Welland ship canal. The conductors are 150 feet above water level and the tower in the foreground is 205 feet high. October 5, 1922

MUSKOKA SYSTEM

River crossings were revised and improved on this system, and a considerable investigation was undertaken, co-operating with the Bell Telephone Company in an effort to reduce materially the inductive interference of the district.

ST. LAWRENCE SYSTEM

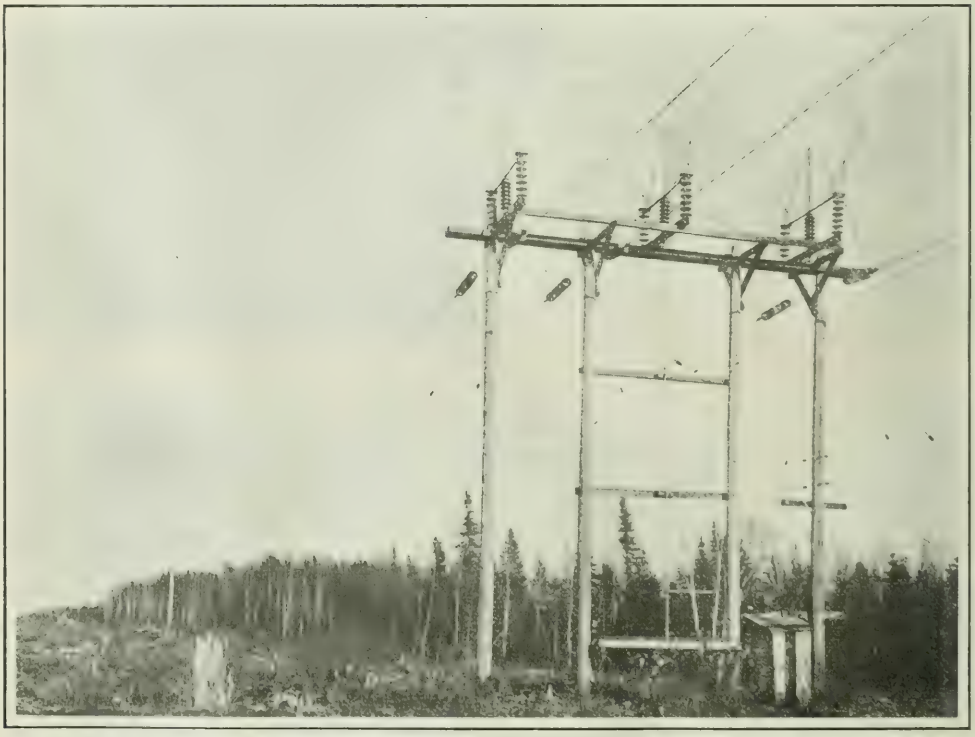
A considerable change was undertaken in the St. Lawrence system, where the transmission voltage has been changed from 26,400 to 44,000 volts. A small extension has been made at this voltage in Brockville so as to serve a large power consumer at that point. This revision is still receiving attention as the method of transmission is interfering more than ordinarily with the operation of communication circuits in the vicinity.

RIDEAU SYSTEM

Provision for additional distribution circuits on existing construction, revision of some of the air-break switches and special arrangements for the connecting in of a stone-crushing plant covers the work carried out during the year on this system.

THUNDER BAY SYSTEM

The cut marked "Switching Tower at Sibley" shows the switching structure and standard pole of the 110,000-volt, 60-cycle system which was completed recently between the Nipigon development and the "Twin Cities" at the "Head of the Lakes."



TRANSMISSION LINES—THUNDER BAY SYSTEM
Switching tower at Sibley on the Nipigon—Port Arthur, 110,000-volt, wood-pole transmission line.
October 25, 1921

OTTAWA SYSTEM

There are no lines requiring attention on this system.

CENTRAL ONTARIO AND TRENT SYSTEM

After much negotiation with private owners and with the Department of Railways and Canals, a connection was made from the new Ranney Falls development to the 44,000-volt lines of the system.

NIPISSING SYSTEM

Preliminary steps have been taken during the year for reduction of inductive interference and for lines to connect up proposed developments.

GENERAL

The restringing of a number of the low-tension circuits so as to provide larger conductor on account of increased loads and so as to eliminate conductors which are found to be of too low tensile strength is proceeding satisfactorily, several lines having been changed during the year.

In Appendix II. will be found tables relating to the different lines and systems built and operated by the Commission, or purchased from others.

The tabulation of lines as found in previous Annual Reports has been revised and brought up to date.

It is interesting to note in connection with these records that there are considerably more than 3,000 miles of structures now operating, exclusive of the rural districts, and that some 7,000 tons of conductor have been strung by the Commission, exclusive of the rural districts and purchases. Approximately one-half of this tonnage is strung on the 110,000-volt steel structures of the Niagara system.

DISTRIBUTION SYSTEMS

At the end of Appendix II, will be found a number of tabular statements giving the details of Rural and of Municipal Distribution Systems, Distribution Feeders and Metering Stations constructed, or under construction, by the Hydro-Electric Power Commission of Ontario up to October 31, 1922. The work of rural distribution was initiated consequent on the passing of "The Rural Hydro-Electric Distribution Act, 1921," which came into force on June 1, 1921. An amending Act—assented to June 13, 1921—was passed dealing only with questions appertaining to the financing of works constructed before or since June 1, 1921. The amending Act is given in Appendix I of this Report.

SECTION III

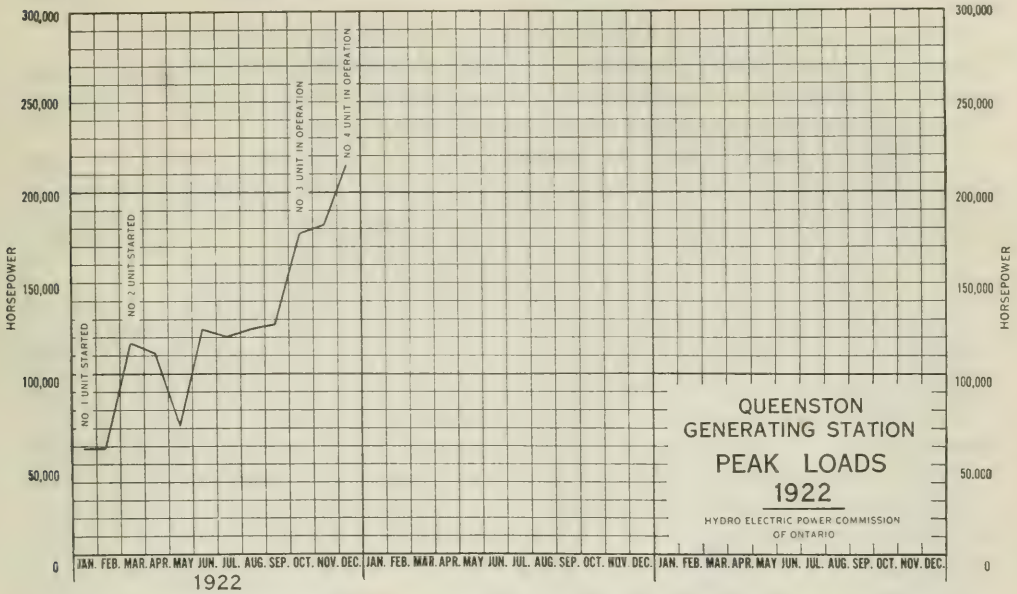
OPERATION OF THE SYSTEMS

The past year's operation of the various systems owned or controlled by the Commission has been marked by a great increase in the load. As will be seen from reference to the load curves given in this section, the increase has been general, occurring on most systems, and being particularly rapid during the latter part of the year.

While this increase in the load is encouraging and gratifying in many ways, it has in some respects added materially to the difficulties of operation, demanding constant vigilance on the part of the operating staff to see that no class of equipment in the numerous stations became overloaded. It made efficient operation essential, especially in the generating plants where the demand for power frequently threatened to exceed the generating capacity, while at the same time it increased the difficulty of getting apparatus out of service long enough for inspection, adjustment and necessary repairs. Increasing load also affected voltage regulation, demanding constant attention and adjustment. These problems have been common to nearly all systems, and the operating staff has had a busy year, although the innumerable details of the work cannot be given in a report of this nature. In the following sub-sections, dealing with the various systems, only outstanding events or changes materially affecting the operation of the system are reported.

As an illustration of the narrow margin of generating capacity over load within which the operating staff has been obliged to operate, the case of the first generator at Queenston may be mentioned. This unit, after short runs for testing and adjusting, was first placed in commercial, continuous service on January 26, at 3.08 a.m. On January 27, ice trouble at the plants of the Ontario Power Company and Canadian-Niagara Power Company reduced the amount of power available from these sources below the amount necessary to supply the demand, so that it was necessary to load the Queenston generator to full capacity. Had the Queenston unit not been available, it would have been necessary to restrict the supply of power to consumers. Somewhat similar conditions prevailed throughout the season, though not on such a close margin. Reference to the graph for Queenston load shows that the plant was called upon to meet greater demands each month that an additional generator became available, these demands approximating the full capacity of the generators, although the Ontario Power Company and the Toronto Power Company continued to carry full load, as shown by the load curves for those plants. From this it will be evident how closely the demand for power followed the increased generating capacity, how essential it was that no delay occurred in the construction or completion of additional generating capacity, and how difficult it was to take equipment out of service for maintenance work.

Reference to the table showing total power generated and capacity of all plants will show that the demand for power on other systems, besides the Niagara, has closely approached or exceeded the normal generating capacity, leaving little margin for operating contingencies or further increase of load, and rendering careful operation and maintenance of equipment vitally important.



In spite of the problems presented by the large increase in demand for power, and the difficulties under which the operating staff laboured, as efficient and continuous service has been given as was possible under the circumstances, and the year's operation on the whole has been very satisfactory.

Referring to the graphs showing the power demand on the various systems, it will be observed that the load rose more rapidly after August. The coal famine undoubtedly played a part in this increase, and electric heaters did much to relieve the situation where fuel was not obtainable, but it is impossible to determine just how much of the increase can be ascribed to this cause. Though the fact is not so evident from first inspection of the load curves, due to the usual dropping off in load during the summer months, a study of load conditions reveals that during July and August, when electricity would not be required for heating, there was on most systems a remarkable increase in the demand for power over the amounts required in the same months of the previous year. The Niagara system shows an increase of over 30,000 horsepower for July and August as compared with the same months of the preceding year, an increase of about 18 per cent; the Central Ontario system, the next largest, shows a growth of over 5,000 horsepower in the same months, or about 24 per cent increase; the Ottawa system, 23 per cent; the combined Northern systems, 16 per cent; the Muskoka system, 24 per cent; the Rideau system, 45 per cent; and the Nipissing system, 10 per cent. Due to special conditions, such as large power customers, the St. Lawrence system shows a slight decrease during these months, and the Thunder Bay system only a slight increase. It is evident, therefore, that the growth of load cannot be ascribed, except in a small part, to the abnormal conditions arising out of the coal shortage. It is appropriate here to remark that published statistics and curves representing comparative employment conditions in Canada, show a rapid rise in the number of persons employed during the latter part of the year 1922; and also that the curve of employment and the load curves for most systems resemble each other in the steep rise which is manifest towards the end of the year. It is natural that there should be some relation between general industrial conditions and the demand for power. This is interesting in connection with the operation of hydro-electric

plants because it indicates that the increase in power requirements during 1922 is due to an improvement in business conditions, and further that if this improvement increases, a still greater supply of power will be required and thus make heavier demands upon electrical stations and equipment.

Below is given a table of all the generating stations controlled by the Commission, showing their total output for the year, and also showing the total power purchased. This table shows the immense amount of power being handled by the Commission, making it one of the largest power organizations in the world—the largest for which figures are at present available.

In view of the stress which has resulted from coal shortage it is of interest to consider what would have been the effect on the people of the province of Ontario if it had been necessary to generate *from coal* the immense amount of power produced in hydro-electric plants as shown by the table below. The determination of what would have been the exact amount of coal thus required would depend upon a variety of governing circumstances, but undoubtedly several millions of tons of additional coal would have been required. This coal could not have been obtained without encroaching upon the coal required for other necessary purposes. The demand for such a large additional amount of coal would, inevitably, have added a serious burden to the people of this Province, and, further, would have entailed the sending out of the country of very large sums of money and placed a load upon railway equipment already taxed beyond its capacity. In fact the extra coal could not have been transported without seriously interfering with the transport of other commodities.

In the following table, a column is given headed, "Normal Operating Capacity." The capacity of a plant may be given on bases which differ widely, so that a few words of explanation seem advisable in case differences are noted between figures given in this table and others which may appear in other sections of this report. Manufacturer's rating, or nameplate rating, is most generally quoted in this connection. Generators and electrical equipment are now usually rated in kv-a, and existing power factor or an estimated power factor must be taken into the calculation in order to express same in horsepower. In some cases manufacturer's rating is given in kw., but this is based on an arbitrarily assumed figure for power factor, ranging from 80 per cent to 100 per cent, and consequently the horsepower ratings may differ widely for similar machines. Moreover, the capacity of the turbines, transformers, or other equipment, may affect the total for the plant. Again, the actual available capacity may be considerably less than figures on the above basis, due to special conditions such as equipment out of order, insufficient water and various temporary conditions. We have, therefore, selected the normal operating capacity as applying more uniformly to the various types of generators and plants, and indicating more correctly the power actually available under normal conditions. It is to be understood that this table does not give the maximum capacity of the plants, nor the output possible for short periods or under unusually favourable conditions.

The capacity given for the Ontario Power Company plant is exclusive of the two disabled generators, although these were available during the first part of the year. The peak load for the year occurred at this plant when all sixteen generators were in service.

The totals given for the peak loads are the arithmetical sums of the individual peaks, without any allowance for diversity.

HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

TOTAL POWER GENERATED AND PURCHASED

HYDRO-ELECTRIC GENERATING PLANTS

Plant	Normal operating capacity horsepower	Peak load horsepower	Total output during fiscal year kilowatt-hours
Queenston (3 units in operation)	175,000	178,955	292,547,900
Erindale	800	918	420,850
Ontario Power Co.	171,000	199,700	731,569,600
Toronto Power Co.	145,000	149,410	632,618,000
Big Chute	5,760	5,790	20,859,880
Eugenia Falls	6,170	6,099	13,270,200
Wasdells Falls	940	992	3,511,089 *
South Falls	1,400	1,464	5,300,881 *
High Falls	2,400	2,413	5,471,400
Carleton Place	400	422	60,305
Cameron Falls	26,000	10,724	40,392,000
Sidney, Dam No. 2	4,020	5,362	18,497,900
Frankford, Dam No. 5	3,485	3,753	14,353,050
Ranney Falls, Dam No. 10	9,650	10,590	6,243,360
Campbellford, Dam No. 11	4,020	4,370	16,753,400
Healey Falls, Dam No. 14	12,060	15,885	33,030,515
Auburn, Dam No. 18	2,010	2,493	11,498,850
Fenelon Falls, Dam No. 30	1,000	938	3,352,575
Nipissing	1,740	1,696	6,238,660
Totals, hydro-electric plants	572,855	601,974	1,855,990,415

* Estimated.

STEAM PLANTS

Toronto Power Co., Toronto, (peak rating)	20,000	9,380	150,000
Nipissing system, North Bay	470	Not in	operation
Totals, steam plants	20,470	9,380	150,000

POWER PURCHASED

Plant	Contract amount horsepower	Peak horsepower	Total purchased kilowatt-hours
Canadian Niagara Power Co.	91,000 †	91,000	320,309,300
Niagara Falls Power Co.			56,427,860
Cedar Rapids Power Co.	4,905	4,905	14,613,500
Rideau Power Co.	650	1,072	2,671,006
Orillia Water, Light & Power Commission	800	2,400	993,466
Ottawa & Hull Power and Mfg. Co.	12,000	11,394	38,801,044
Campbellford Water & Light Commission	1,609	2,145	1,728,490
Peterboro Hydraulic Power Co.	.....	3,135	1,387,679
Fenelon Falls Town Plant	.....	268	56,010
Nassau (C.G.E. Co. exchange power)	.....	1,675	318,830
	110,964	117,994	437,307,185
Grand totals	704,289	729,348	2,293,447,600

† Short term agreements.

NIAGARA SYSTEM

The most notable and outstanding feature in the operation of the Niagara system during the year ended October 31, 1922, was the placing in operation of the Queenston plant, the first unit of 60,000 horsepower being placed in commercial service January 26, 1922. The second unit of similar capacity was available March 16, the third unit on October 3, but even with this large block of additional power the Commission is barely able to meet the demand of the municipalities. The increase in the system demand was most remarkable, and it was very fortunate for the Niagara System municipalities and customers that the Queenston plant was available for their demands. The operation of the plant was most satisfactory considering the existing conditions in that a great amount of construction work was being carried on all the year.

Early in November, 1921, arrangements were completed with the Niagara Falls Power Company to supply the output of two machines, totalling 8,400 kilowatts, to the Commission's Niagara station, and this capacity was available for the Niagara System demands on November 13, 1921. At this time the entire available supply from the Niagara plants was in use, and it was fortunate for the Hydro customers that conditions on the United States' side of the line were such that the Commission was able to secure this additional capacity. This supply was discontinued on February 2, 1922, since the No. 1 Queenston unit had been placed in service a few days previously.

The supply of power to the Commission's Niagara step-up station from the Ontario Power Company was most satisfactory, although it was necessary for a short period following trouble at the Ontario Power Company plant on April 20, 1922, to obtain 8,400 kilowatts from the Niagara Falls Power Company.

Due to the winter of 1921-22 being fairly moderate, the Canadian Niagara Power Company did not experience extensive trouble from ice conditions, and thus the Commission's supply of power to the Niagara step-up station from that source was practically constant and continuous.

During the year power was supplied to the main 110,000-volt switching station at Dundas 99.923 per cent. of the total time, and had it not been for the severe sleet and ice storms of February 22 and March 31, the outage would have been practically nil. The storm of February 22 and 23 hit the 110,000-volt lines between Niagara and Dundas, practically all the lines in the Dundas, Guelph, Preston, Kitchener, Stratford, St. Marys, Brantford and Woodstock districts, and to a lesser extent the lines in the London district, while the St. Thomas, Chatham and Windsor districts escaped intact. The storm was the worst in the history of the Commission up to that time, and the damage caused to power and communication circuits was very extensive. The storm of March 31 exceeded in severity that of February 22, causing damage to towers, poles and conductors proportionately greater. Following so closely on the February 22 storm, before the repairs made necessary by that storm had been completed and covering much the same territory, the storm was much the worst ever experienced by the Commission in its twelve years of operation. Old operating men report they can recall no occasion when the ice conditions approached those experienced at this time in the districts involved.

During the year sixty-four electrical storms were experienced on fifty-two days, the first occurring on February 19, and the last on October 10. Sixteen of the storms were of a general nature, traversing the entire system, while five

were very severe. The fact that very little equipment was damaged during the lightning season shows quite conclusively that the lightning protection installed on the system was equal to the task of relieving the system of dangerous voltage surges.

In anticipation of increased demands on a number of our transformer stations, extensive changes have been carried out and the transformer capacity increased. At London high-tension station a bank of three 5,000-kv-a. transformers replaced a bank of three 2,500-kv-a. units; at Guelph high-tension station the 2,500-kv-a. bank from London replaced a 1,250-kv-a. bank; at Preston high-tension station a 1,250-kv-a. bank replaced a 750-kv-a. bank and the 6,600-volt distribution from this point was discontinued in favour of 13,200-volt distribution; at Kent high-tension station a bank of three 2,500-kv-a. transformers replaced the bank of three 1,250-kv-a. transformers; at Essex high-tension station the capacity was increased by the addition of a bank of three 5,000-kv-a. transformers.

The first 110,000-volt out-door type station, with an initial capacity of 15,000 kv-a. was successfully placed in commercial service on October 8, 1922. This station is located in the east end of Hamilton and supplies a portion of the Hamilton load.

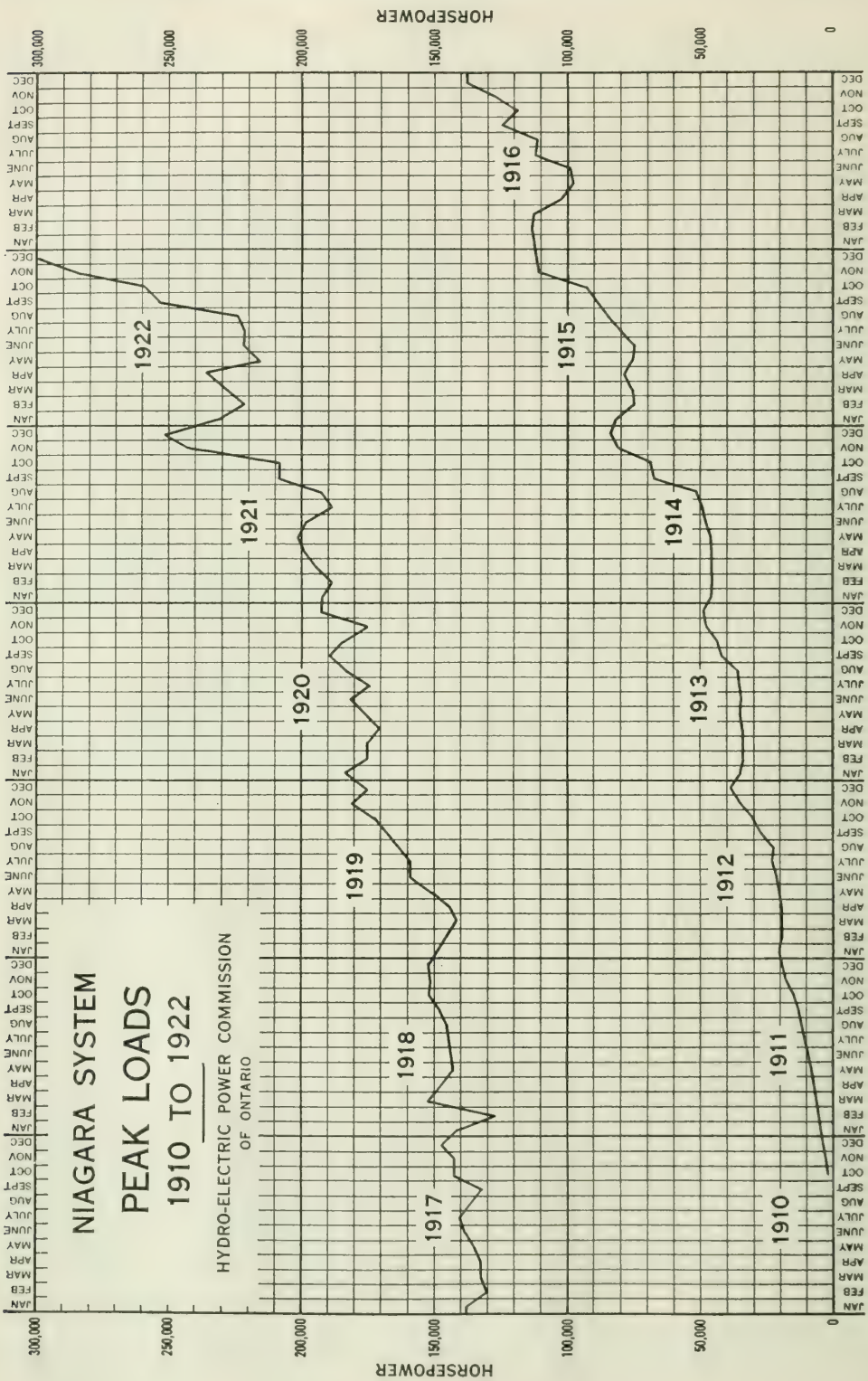
Changes in transformer capacity were made at a number of distributing stations as follows: The 75-kv-a. transformer at Milverton station was replaced with a 150-kv-a. bank; at Oil Springs, one 150-kv-a. three-phase transformer replaced one 75-kv-a. three-phase unit; at Watford one 150-kv-a. three phase transformer replaced one 50-kv-a. three-phase unit.

The load supplied from the Mimico station was transferred to the Etobicoke station and the Mimico station abandoned for the present.

The Dominion Sugar Company station, Saltfleet station, the Streetsville Lumber Company station, and the Galt, Preston & Hespeler Railway station at Preston, were satisfactorily placed in service, and power was supplied Port Dover, Brantford Sand & Gravel Company, Alvinston and Thedford from existing substations.

The line maintenance field force has been actively engaged in carrying out the numerous routine duties necessary in the maintenance and upkeep of hundreds of miles of transmission lines of varying voltages and capacities. These lines are all patrolled at stated intervals and minor repairs effected by the patrolmen who are located at suitable points on the system. Considerable tree trimming is carried on during the early spring and on all lines along the provincial highways the trimming is done under the supervision of the Provincial Forester. During the summer months the insulation of a number of the 110,000-volt lines was checked, this involving the testing of 162,918 units, of which 1.8 per cent. proved defective and were replaced. A considerable staff was employed in carrying out changes and revisions to low-tension feeders brought about by Provincial Highway construction, and in effecting repairs to lines damaged during the ice storms of February 22, and March 31. The double circuiting of the 110,000-volt lines from Dundas to Kitchener was completed early in the year. The work of removing all ground cable from the 110,000-volt lines, with the exception of one cable carried on the peak of the tower, and the reinforcing of the loops on the 110,000-volt lines between Niagara and Toronto has been actively pressed and it is expected to have same completed early in the coming year.

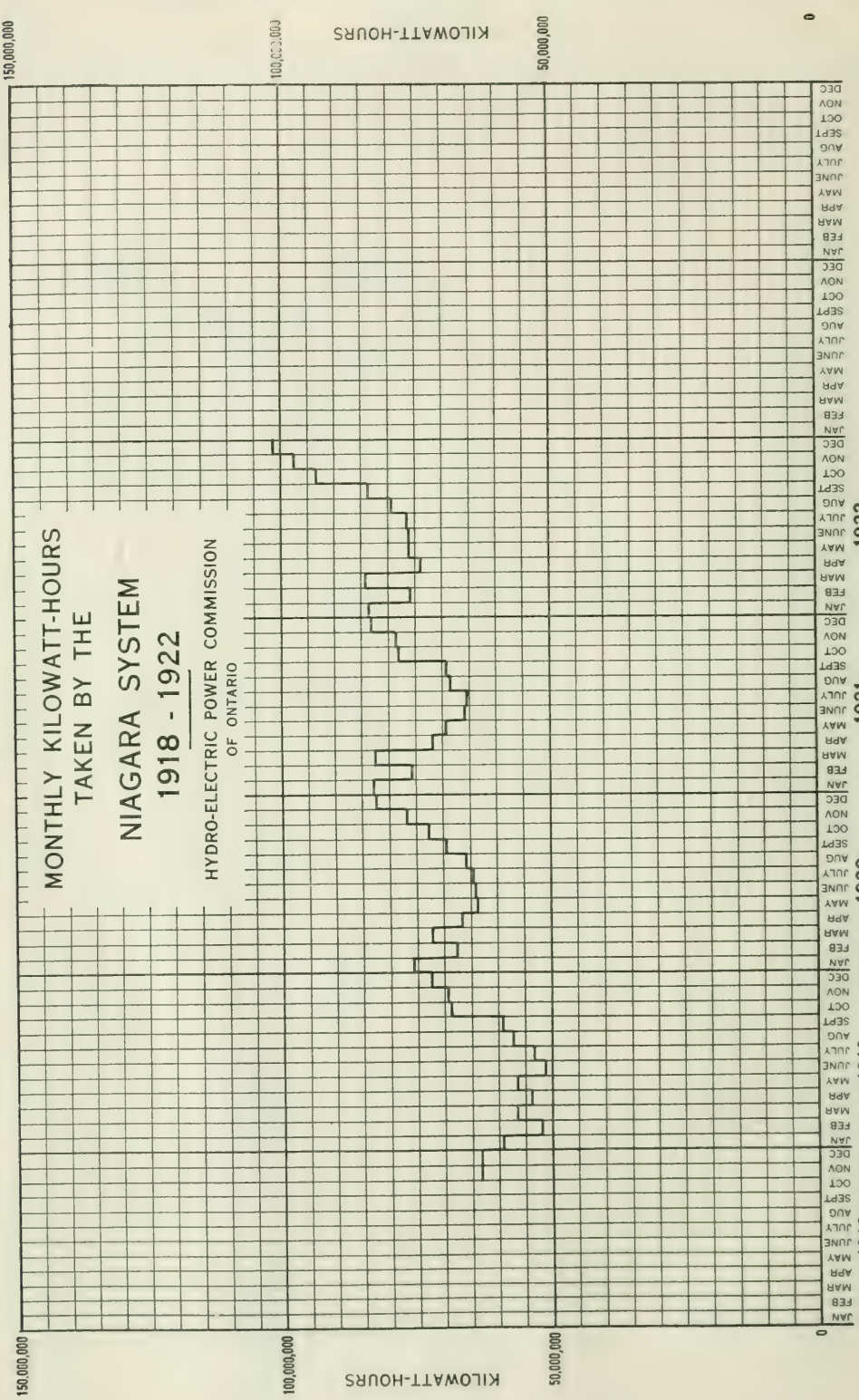
The station maintenance field staff have been fully employed in maintaining the many Commission properties and buildings with their equipment necessary


NIAGARA SYSTEM
PEAK LOADS
1910 TO 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
HORSEPOWER
300,000
250,000
200,000
150,000
100,000
50,000
0
1910
1911
1912
1913
1914
1915
1916
1917
1918
1919
1920
1921
1922
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC

in the transformation and distribution of power to the large number of municipalities and customers in the district comprising the entire south-western portion of the province. A few of the many duties performed by this staff consist of the periodic overhauling of oil breakers, batteries, transformers, lightning arresters, pumps, condensers and the repairing of transformers and other equipment which fail in service.

NIAGARA SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921-1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Acton	193.0	229.2	261.3	....	32.1
Ailsa Craig	128.6	134.0	112.6	21.4	....
Aylmer	172.0	194.3	217.7	....	23.4
Ayr	77.2	71.0	84.4	....	13.4
Baden	175.6	167.5	155.5	12.0	....
Beachville	223.0	221.0	268.0	....	47.0
Blenheim	134.0	156.8	202.4	....	45.6
Bolton	105.9	132.7	122.7	10.0	....
Bothwell	120.6	116.3	124.0	....	7.7
Brampton	965.0	969.0	1,072.3	....	103.3
Brantford	4,162.0	4,866.0	5,811.0	....	945.0
Brigden	107.1	111.2	35.5	75.7	....
Burford	37.8	53.6	58.7	....	5.1
Burgessville	42.4	43.8	45.5	....	1.7
Caledonia	83.0	106.4	118.0	....	11.6
Chatham	2,151.5	2,240.0	3,056.3	....	816.3
Chippawa Village	.....	98.0	79.0	19.0	....
Clinton	154.0	170.2	186.3	....	16.1
Comber	135.4	102.4	99.0	3.4	....
Cooksville	....	80.4	100.8	....	20.4
Dashwood	52.6	50.2	43.7	6.5	....
Delaware	11.7	16.0	16.6	....	0.6
Dereham Township	....	59.2	62.4	....	3.2
Dixie	....	80.4	100.8	....	20.4
Dorchester	89.8	30.5	21.4	9.1	....
Drayton	48.2	59.7	56.3	3.4	....
Dresden	196.3	196.3	177.0	19.3	....
Drumbo	21.0	20.3	35.1	....	14.8
Dublin	45.3	45.3	30.2	15.1	....
Dundas	1,132.7	921.0	1,024.0	....	103.0
Dunnville	241.3	282.8	348.5	....	65.7
Dutton	107.2	111.2	115.2	....	4.0
Elmira	213.0	240.0	415.5	....	175.5
Elora	194.3	202.6	272.0	....	69.4
Embro	58.4	60.3	63.5	....	3.2
Essex County System	1,126.0	1,213.0	2,250.6	....	1,037.6
Etobicoke Township	335.0	431.6	663.5	....	231.9
Exeter	175.6	186.3	232.0	....	45.7
Fergus	185.0	245.3	295.0	....	49.7
Forest	116.0	136.7	133.5	3.2	....
Galt	2,931.5	3,485.2	4,222.5	....	737.3
Georgetown	524.0	496.0	536.0	....	40.0
Glencoe	67.5	74.5	79.8	....	5.3
Goderich	496.0	439.6	510.7	....	71.1
Grantham Township	26.0	35.9	46.3	....	10.4
Granton	67.7	64.0	62.9	1.1	....
Guelph	3,638.0	4,249.3	4,689.0	....	439.7
Central Prison Farm	160.8	136.7	191.0	....	54.3
Ontario Agricultural College	166.2	187.6	221.0	....	33.4


MONTHLY KILOWATT-HOURS
TAKEN BY THE
NIAGARA SYSTEM
1918 - 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
KILOWATT-HOURS
150,000,000
100,000,000
50,000,000
0
1918
1919
1920
1921
1922
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC

NIAGARA SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922—Continued

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Hagersville	260.0	431.6	536.0	....	104.4
Hamilton	17,895.0	16,837.4	21,542.0	....	4,704.6
Harriston	227.8	193.0	171.5	21.5	....
Hensall	85.7	49.3	60.7	....	11.4
Hespeler	348.5	453.0	509.3	....	56.3
Highgate	86.0	85.8	73.4	12.4	....
Humberstone	....	56.0	55.0	1.0	....
Ingersoll	1,085.7	911.5	1,323.0	....	411.5
Kitchener	6,648.8	7,171.6	7,868.6	....	697.0
Lambeth	22.7	26.2	42.9	....	16.7
Listowel	453.0	482.5	394.0	88.5	....
London	10,656.8	12,392.7	16,422.0	....	4,029.3
Lucan	216.6	185.0	116.6	68.4	....
Lynden	87.8	76.4	83.0	....	6.6
Markham	37.0	61.0	83.6	....	22.6
Merritton	....	217.0	273.4	....	56.4
Milton	670.0	737.2	923.5	....	186.3
Milverton	290.8	207.7	340.4	....	132.7
Mimico	388.7	551.0	812.3	....	261.3
Mimico Asylum	37.5	37.5	37.5	....	....
Mitchell	195.7	195.7	241.2	....	45.5
Montrose Sta., Chippawa Dev'nt	....	6,434.3	2,237.0	4,197.3	....
Moorefield	123.5	49.6	47.5	2.1	....
Mount Brydges	23.1	30.5	30.1	0.4	....
Newbury	....	22.7	21.4	1.3	....
New Hamburg	236.0	248.0	277.4	....	29.4
New Toronto	3,284.2	1,356.5	1,863.3	....	506.8
Niagara Falls	3,610.0	3,706.4	4,646.0	....	939.6
Niagara-on-the-Lake	229.2	197.0	205.4	....	8.4
Norwich	223.0	277.4	360.5	....	83.1
Oil Springs	95.0	171.5	223.8	....	52.3
Otterville	33.5	39.4	44.2	....	4.8
Palmerston	191.6	227.8	202.4	25.4	....
Paris	643.4	703.7	904.8	....	201.1
Parkhill	48.2	57.6	65.2	....	7.6
Petersburg and St. Agatha	17.0	26.8	25.2	1.6	....
Petrolia	442.3	449.0	536.0	....	87.0
Plattsville	100.5	32.0	28.1	3.9	....
Port Colborne	270.0	332.0	398.0	....	66.0
Port Credit	103.2	138.0	186.3	....	48.3
Port Dalhousie	144.7	143.4	152.8	....	9.4
Port Robinson	....	314.0	314.0	....	....
Port Stanley	124.6	193.0	144.7	48.3	....
Preston	1,485.2	1,599.2	2,024.0	....	424.8
Preston Rural	....	96.5	110.4	....	13.9
Princeton	15.6	17.9	24.0	....	6.1
Provincial Brick Yard	123.3	147.4	160.8	....	13.4
Queenston	....	25.4	37.5	....	12.1
Ridgetown	173.6	201.0	249.8	....	48.8
Rockwood	41.2	42.8	50.4	....	7.6
Rodney	91.6	103.2	110.2	....	7.0

NIAGARA SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922—Continued

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
St. Catharines	3,477.0	3,720.0	5,120.0	....	1,400.0
St. George	60.3	86.4	60.3	26.1	....
St. Jacobs	88.4	75.0	32.0	43.0	....
St. Marys	878.0	918.2	744.0	174.2	....
St. Thomas	2,417.0	2,658.0	3,025.4	....	367.4
Sarnia	2,795.0	3,002.7	3,526.0	....	523.3
Scarboro Township	....	242.0	366.9	....	124.9
Seaforth	281.5	242.6	308.3	....	65.7
Simcoe	214.4	336.4	430.3	....	93.9
South Dorchester	....	6.7	6.7	....	....
Springfield	....	16.0	24.7	....	8.7
Stamford Township	423.5	465.0	761.3	....	296.3
Stratford	2,024.0	2,372.6	3,760.0	....	1,387.4
Strathroy	387.4	378.0	454.0	....	76.0
Streetsville	....	246.6	329.7	....	83.1
Tavistock	264.0	262.7	127.3	135.4	....
Thamesford	83.0	105.2	87.0	18.2	....
Thamesville	62.7	83.0	79.0	4.0	....
Thorndale	110.0	107.7	66.8	40.9	....
Tilbury	131.3	148.7	203.7	....	55.0
Tillsonburg	819.0	325.7	368.3	....	42.6
Toronto	59,598.0	68,573.7	87,600.5	....	19,026.8
Toronto Township	....	284.7	405.0	....	120.3
Walkerville	3,686.3	3,311.0	4,705.0	....	1,394.0
Wallaceburg	871.0	486.5	864.6	....	378.1
Wardsville	....	10.0	12.8	....	2.8
Waterdown	104.5	110.8	112.0	....	1.2
Waterford	138.6	143.4	187.6	....	44.2
Waterloo	1,214.4	1,327.0	1,525.4	....	198.4
Watford	72.3	67.9	96.0	....	28.1
Welland	3,103.2	1,359.0	1,675.7	....	316.7
Wellesley	114.0	124.6	127.3	....	2.7
West Lorne	122.0	166.2	194.3	....	28.1
Weston	927.6	899.4	1,402.0	....	502.6
Windsor	4,037.0	6,266.7	9,001.3	....	2,734.6
Woodbridge	146.0	182.3	165.0	17.3	....
Woodstock	1,643.5	1,988.0	2,260.0	....	272.0
Wyoming	41.5	40.2	39.4	0.8	....
Zurich	80.6	77.8	84.3	....	6.5

NIAGARA SYSTEM—NEW MUNICIPALITIES

Municipality	Date connected	Load in horsepower		Increase in horsepower
		Initial	Oct., 1922	
Alvinston	Mar. 22, 1922	40.2	83.3	43.1
Port Dover	Dec. 22, 1921	65.6	73.7	8.1
Thedford	May 18, 1922	33.5	42.6	9.1

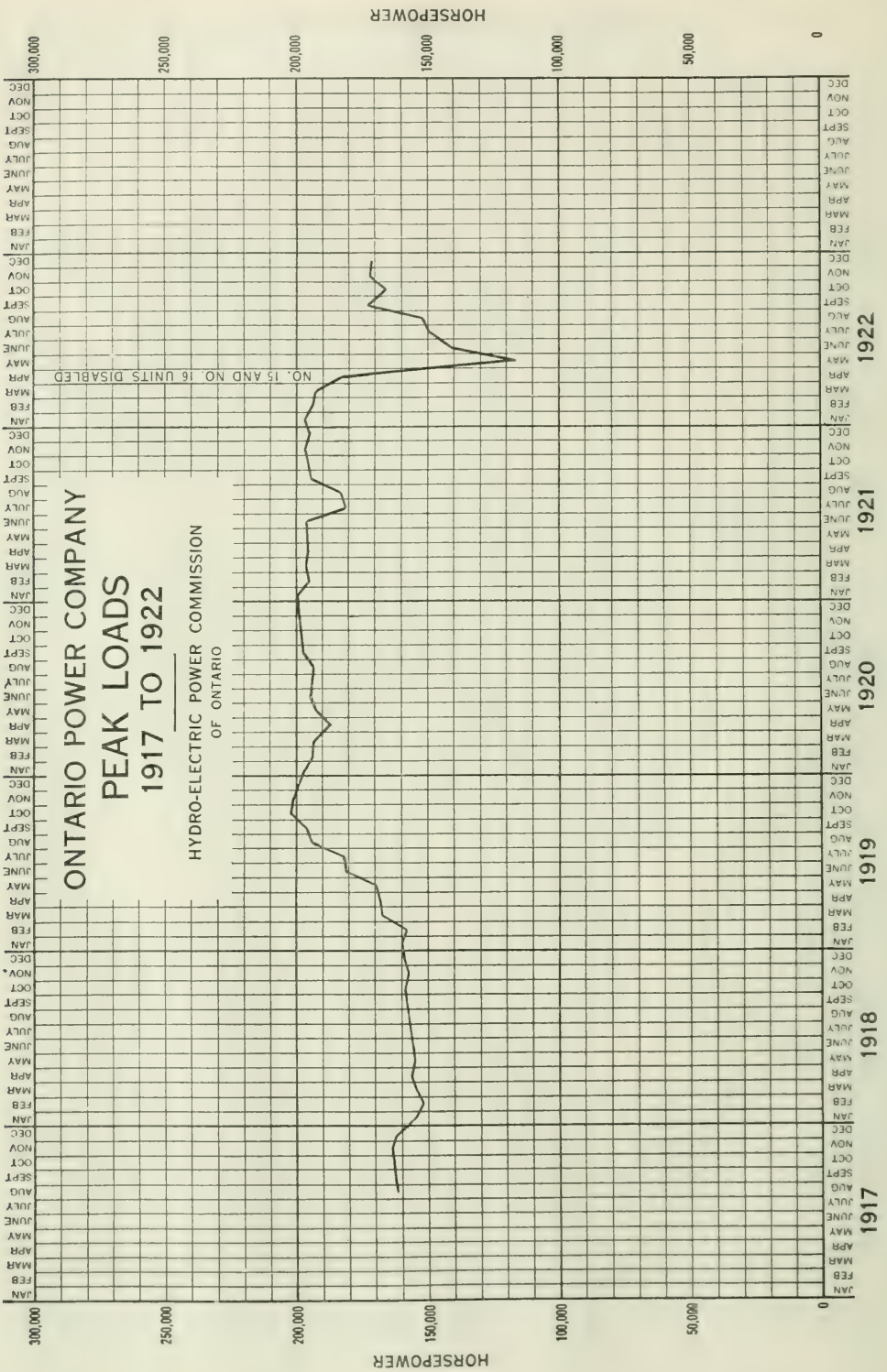
ONTARIO POWER COMPANY

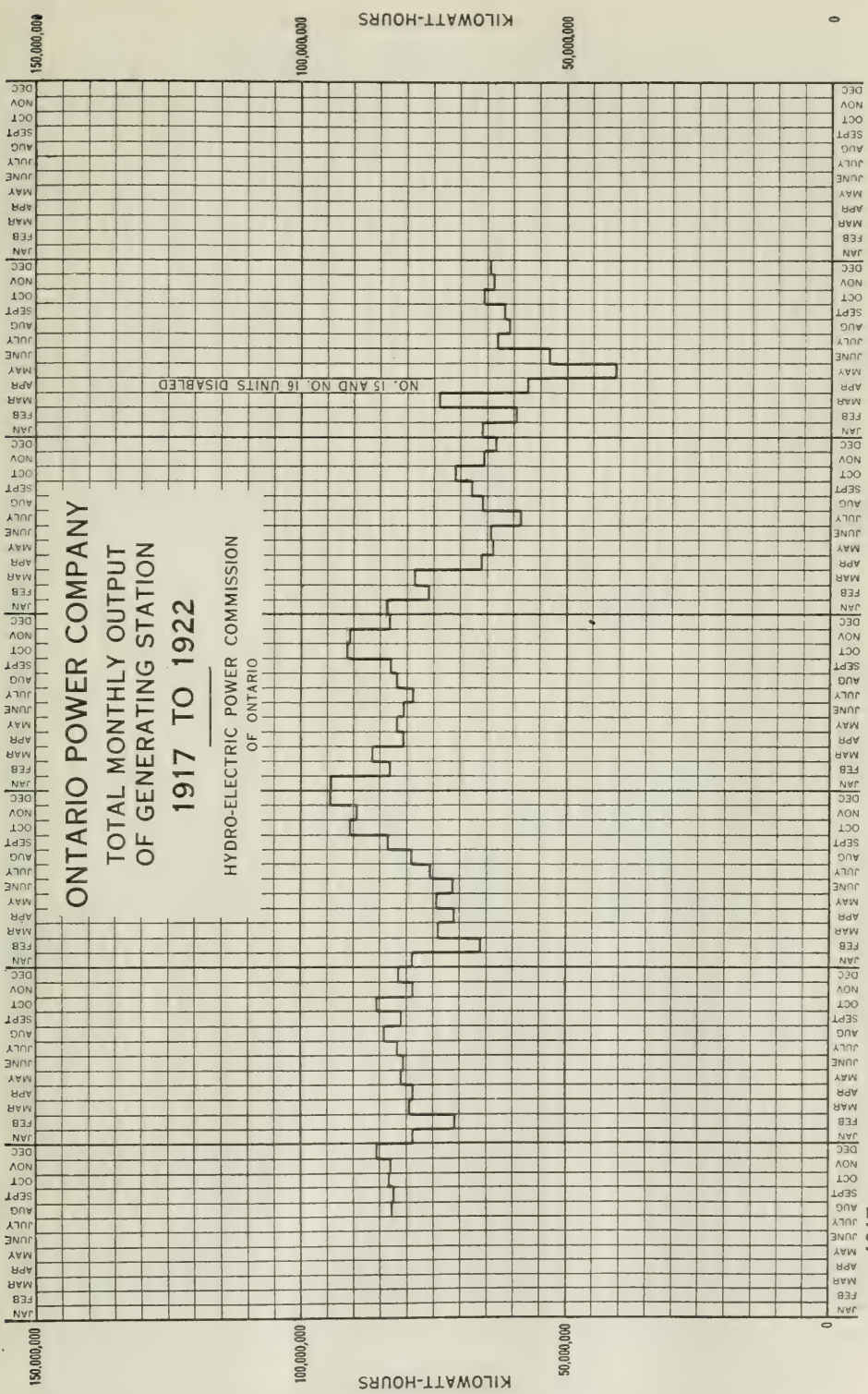
The favourable weather during last winter enabled the Ontario Power Company plant to be operated with little or no interference from ice and no serious curtailment of power was occasioned at any time. However, the usual preparations for the maintenance of equipment damaged by ice were made, although fortunately not required.

By improvements in the system of heating at the forebay a saving of over 40 tons of coal was made during the winter. Enough in fact to make it unnecessary to purchase any coal at all during the current year, the balance on hand being sufficient to meet the anticipated use for the winter of 1922-1923.

The method of disposing of ice in the screen house during the winter months has been greatly improved by the erection of a curtain wall which cuts off heavy cross current at the ice disposal chute. The quantity of ice that can now be handled has been increased many times and the labour formerly required has been almost entirely eliminated. The cost of these improvements has been very small and the entire expense saved in one month's operation. Experience to date has shown that the improved ice disposal chute will not only decrease the cost of handling ice during the winter months but will eliminate most of the ice that formerly could not be prevented from passing through the turbines.

On April 20, an accident totally destroyed No. 15 generator, badly wrecked No. 16 unit and occasioned the temporary shut-down of four other machines in the plant. Following a heavy short-circuit, No. 15 generator water wheel ran away and attained a speed at which the generator rotor burst. A comprehensive and thorough investigation has shown beyond reasonable doubt that the cause of the failure of the generator was defective castings in the rotor rims. The generator, which had been purchased on the most exacting specifications and which was built during the recent war, was designed to withstand a runaway speed about 10 per cent in excess of the maximum speed of the water wheel, but due to the failure of the rim castings to meet requirements, it went to pieces. The bursting of No. 15 generator caused the collapse of the roof trusses, bringing down the heavy concrete roof, which knocked a large piece from the turbine casing of this unit, allowing water to be discharged into the power house for about four minutes. The prompt closing of the main penstock valve on the damaged turbine prevented the entire power house from being flooded, and showed conclusively that a valve of modern design could be closed safely and quickly with practically free discharge through a penstock 10 ft. 6 in. in diameter. The generator that failed was not tested to runaway speed when first installed in 1919 due to load conditions which made such a test inadvisable. Had this test been made the machine would, no doubt, have gone to pieces with disastrous results, as at that time it would have been impossible to have obtained sufficient power to meet the loss of output from the damaged machines, either from Queenston station, which was hardly under construction in 1919, or from purchased power. Serious as this accident was, it did not, however, interfere in any way with the power supply to the Commission's customers. The trouble occurred at 2.44 a.m., and by 7.30 a.m. generating capacity was available to replace the damaged equipment and to carry the day's load. The generating capacity disabled amounted to 25,000 kilowatts, while 40,000 kilowatts was temporarily put out of service from the flooding of four generators. The total loss in output was, therefore, 65,000 kilowatts. In replacing this power supply, use was made of existing tie lines between the Ontario Power Company's plants and the stations of the Toronto Power Company, Canadian Niagara


ONTARIO POWER COMPANY
PEAK LOADS
1917 TO 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
NO. 15 AND NO. 16 UNITS DISABLED
HORSEPOWER
300,000
250,000
200,000
150,000
100,000
50,000
0
1917
1918
1919
1920
1921
1922
JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC


ONTARIO POWER COMPANY
TOTAL MONTHLY OUTPUT
OF GENERATING STATION
1917 TO 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
NO. 15 AND NO. 16 UNITS DISABLED
KILOWATT-HOURS
150,000,000
100,000,000
50,000,000
0
1917
1918
1919
1920
1921
1922
JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC

Power Company and the Niagara Falls Power Company. By the co-operation of these companies, who fortunately had generating capacity available, and with the assistance of the Niagara, Lockport and Ontario Power Company, it was possible to make good the power shortage before the day load came on, so that no customers were inconvenienced.

The generators damaged by water were started drying out at the earliest possible moment and three of the machines were placed in service after being dried out and tested. The fourth machine was completely rewound, the salvaged coils being dried out after removal from the machine and returned to storage as spares.

During the early spring trouble developed on No. 1 nine-foot valve, apparently due to the failure of the operating screws. It was decided that new screws and nuts would be required for this valve, and as valves Nos. 2, 3, 4, 5 and 6 had been in service the same length of time, it was thought advisable to replace the nuts in them and to clean out the accumulated sand and gravel in the bonnets of the valves. This programme of work required a shut-down of No. 1 pipe line which feeds the first six units in the plant. All of the work was carried out successfully, and while the condition of the screws and nuts was such as to make necessary the immediate replacement of the nuts and will require renewal of the screws in a short time, the permanent structure of the valves was found to be in good condition.

During the interval No. 1 pipe line was shut down for these repairs, a complete inspection of its interior was made.

The No. 1 pipe line is a steel conduit 18 feet in diameter built of ½ inch rolled plate incased in a 12 inch concrete envelope. It is 6,500 feet long and sweeps in a long curve from the head works above the upper Niagara rapids to the power house just below the falls. The pipe line, head gate and penstock valves were placed in operation in 1905 and have been continuously used since that time. The pipe line was unwatered in 1908 for repairs to the valves and again in 1914 for a brief inspection. Conditions this year are then the result of 17 years use, and as such it might reasonably have been expected that the equipment would show noticeable evidence of wear and tear from use. The head gate cannot, of course, be completely closed except when the pipe is shut down, and although it is operated a short distance each week to make sure everything is in satisfactory working condition, there was no way of telling how it would close completely when required. The closing operation on this shut-down was perfect and the leakage through the gate not more than when it was first installed. The pipe line was found in equally good condition. A slight oxidation of the surface of the iron was to be noted, but there was no evidence of progressive rusting; in fact, in places the original mill scale was still quite apparent on the surface of the plates. Test holes cut through the concrete on the outside of the pipe showed that it was still in the same condition as when erected. There is no doubt that unless some unforeseen accident should occur this pipe line has a life fully equal to that of any other part of the plant.

Although no other noteworthy changes in equipment were made during the past year, a large number of improvements, unimportant in themselves, but on the whole tending towards more efficient and safer operation of the plant, were made. The usual high standards of maintenance have been kept up so that the condition of the plant at the end of this financial year leaves little to be desired.

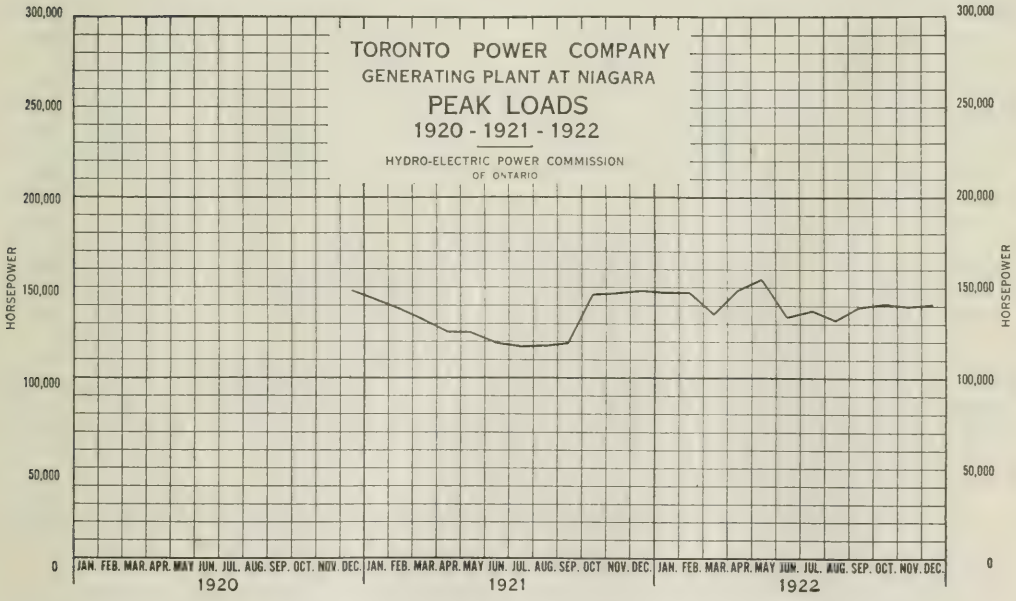
There were no fatal accidents to employees during the year and only one serious accident, in which a workman met with a compound fracture of the arm.

TORONTO POWER COMPANY

The purchase of the Toronto Power Company and allied interests was finally consummated on November 1, 1922, and full control was taken by the Commission on this date. The properties, however, were operated in trust for the Commission from December 1, 1920. From that date to November 1, 1922, the operation was carried on by the officials of the old company in the same manner as previous to December 1, 1920, except that any changes in plant were submitted to the Commission for approval.

Several severe storms during the year, causing considerable damage to the 90,000-volt transmission lines from Niagara Falls to Toronto, resulted in several protracted power interruptions. This was further aggravated by lack of communication. In order to overcome this difficulty, the Toronto Power Company in March, 1922, commenced the installation of five radio telephone stations along their main transmission lines, these stations being located at Niagara Falls, Twenty-mile Creek, Burlington, Port Credit and Toronto. Due to delays in delivery of material, this installation has not been entirely completed, but final shipment has arrived and it is expected that it will be installed and in operation before the end of the calendar year.

The generating station of the Electrical Development Company at Niagara Falls was operated to capacity during most of the year, furnishing considerable power to the Commission's Niagara system during periods of shortage.



COMBINED NORTHERN SYSTEMS

The most outstanding feature of the year's operation has been the general increase in load. The demand for power from the municipalities on the Eugenia, Severn and Wasdells systems increased in the majority of cases, as will be seen from the table of loads given in this section, and the demand of the combined systems during the fiscal year increased from 10,979 horsepower to 13,277 horsepower, an increase of 21 per cent.

This increase in load has taxed the Commission's generating plants to the limit of their capacity, and made it more difficult to take equipment out of service for repair or maintenance. Where such work would take out any equipment reducing the plant output, it has been necessary to carry out the work during light load periods and in many cases to purchase power.

Due to the low precipitation during the summer and fall months, the storage in the various lakes feeding the Severn river was depleted to a point where some anxiety was felt, the operators being faced with a reduced supply of water on the one hand and an increased demand for power on the other.

The Commission's engineers had foreseen the probable increase in power requirements and steps were taken early in the summer to conserve water for power development as much as possible. During low-load periods on the Severn and Wasdells systems considerable power was generated at the Big Chute and Wasdells plants, and transferred to the Eugenia system, thus utilizing water that would otherwise have been wasted over the dams and permitting water in the Eugenia storage basin to be conserved for use when loads were heavier, or in case of trouble at any plant. The importance of this arrangement lies in the fact that the water in the Eugenia basin is stored for development of power only, and is completely under the control of the Commission, so that water not required for power can be held until such time as it may be needed, whereas on the Severn river the question of navigation enters into the problem, water levels must be maintained and the regulation of the flow is outside of the Commission's control, although the Dominion government engineers in charge of stream flow and storage elevations on the Severn river have co-operated with the Commission's engineers to safeguard as far as possible the interest of power consumers.

In addition to conserving water by the above means, power was purchased from the Orillia Commission which had surplus capacity in its plant at Swift Rapids. Power was purchased from this plant during November, December, April, May, July, August, September and October. In August an arrangement was made with the Orillia Commission for the supply of a minimum of 800 horsepower. In order to assist the Commission in meeting peak loads and conserving water, the Orillia Water, Light and Power Commission has co-operated whenever possible by supplying power considerably in excess of the contract requirements.

By the above means the Commission's plants have been able to meet the remarkable increase in the demand for power, and to end the current fiscal year in a good position to meet the heavier demand of the winter. A study of load and water conditions shows that if these measures had not been adopted, both the Eugenia and Severn systems would have suffered a power shortage. The interconnection and operation of the Eugenia, Severn and Wasdells systems as a combined unit has proven this year not only mutually advantageous, but necessary if unrestricted service was to be given.

In reference to the advantages of combined operation, it may be added that in April and May, when one unit at the Big Chute was out of service for temporary repairs, and again in July and August when permanent repairs were being made, it would have been impossible to supply the demand of the Severn system municipalities from the Big Chute plant, but by means of the interconnection between the systems, including the Swift Rapids plant, it was possible to carry all load without interruptions or restrictions.

SEVERN SYSTEM

The growth in the Severn System demand, which now exceeds the capacity of the generating plant, has kept the Big Chute plant heavily loaded. This has rendered it difficult to get equipment out of service long enough for extensive overhauling or repairs, but advantage has been taken of such opportunities as have occurred, and, on the whole, the plant has been maintained in good operating condition.

On April 30 the shaft broke in the 2,300 horsepower turbine, but fortunately the machine was brought to a stop before any other damage resulted. Temporary repairs were completed, and the unit put back into operation on May 12. During this period the capacity of the Big Chute plant was, of course, seriously reduced, but power was obtainable from the Eugenia plant, Wasdells plant, and from the Swift Rapids plant of the Orillia Commission, so that the Severn municipalities suffered no restrictions in their power supply. The breakage was shown to be due to a defect in the shaft, and the manufacturer supplied a new shaft without charge. Installation of this new shaft was commenced on July 14, and completed August 9, 1922. While the unit was shut down, arrangements were made for the supply of power similar to those made during the temporary repairs in May.

The outside of the penstocks and the gatehouse at this plant, also one of the operator's cottages, were given a coat of paint.

In September, 1922, a 22,000-volt double-circuit line was built to serve the Tiffin elevator of the Canadian National Railways at Midland, the new line tapping off the main transmission line south of Midland. A transformer station, stepping down from 22,000 volts to 550 volts, was built on the Railway property alongside the former steam plant. This customer's power requirements added materially to the system load.

Where the main transmission line from the Big Chute plant crosses Matchedash bay at Waubaushene, the steel towers and pole structures were given a coat of paint. This crossing includes three steel towers ranging from 90 feet to 180 feet high, and four wood-pole structures.

Owing to highway construction, it was necessary to alter our lines or move poles at several points during the year. In nearly all cases, sufficient notice of road work was received so that it was possible to make arrangements beforehand to avoid interruptions to service.

Sleet storms of February 22 and March 31, which were so severe in other parts of Ontario, were not so heavy in the Severn district and lines suffered no damage.

In order to ensure continuous telephone communication between operating headquarters at Waubaushene and the Big Chute plant, the No. 6 copper-clad steel telephone conductor at the Waubaushene crossing was taken down in the latter part of February, and replaced with a 1/4 inch seven-strand steel cable. The No. 6 wire had proven too weak on the long spans under ice and sleet

conditions, and was liable to cause extended interruptions to service by involving the power conductors, which are difficult to repair on these high, long spans.

The work of restringing, re-insulating and replacing cross-arms and poles where necessary, on the "A" circuit between Big Chute and Waubaushene, was completed early in this fiscal year. Larger conductors were put up, which facilitates operation and maintenance by allowing the load to be carried by the new circuit alone, so that the second circuit can be taken out of service for repairs. Previously this was not always possible. The wooden pole structures crossing the Black river and some of the long swamp spans were rebuilt to a new design to give more clearance and strength and the locations were changed somewhat so as to be more accessible for patrol and maintenance.

SEVERN SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Alliston	132.7	143.0	119.0	24.0	....
Barrie	750.6	828.4	1,057.6	....	229.2
Beeton	89.0	86.4	89.6	....	3.2
Bradford	52.2	69.4	70.6	....	1.2
Camp Borden	139.4	234.5	234.5	....	....
Coldwater	49.5	56.3	108.5	....	52.2
Collingwood	1,286.8	811.0	1,161.0	....	350.0
Cookstown	55.0	75.0	36.0	39.0	....
Creemore	45.8	45.8	56.3	....	10.5
Elmvale	111.2	124.6	136.7	....	12.1
Midland	1,362.0	1,108.5	1,583.0	....	474.5
Penetang	900.8	504.0	811.0	....	307.0
Port McNicol	36.0	44.7	49.5	....	4.8
Stayner	184.0	120.6	112.6	8.0	....
Thornton	12.0	14.3	14.0	0.3	....
Tottenham	31.2	38.2	35.3	2.9	....
Victoria Harbour	48.2	46.0	47.0	....	1.0
Waubaushene	26.1	24.0	26.5	....	2.5

EUGENIA SYSTEM

The power demand of the Eugenia System municipalities has increased during the year, the growth being more marked during the last months.

In November, 1921, taking advantage of the low load period over the Thanksgiving holiday, repairs to the pipe line at Eugenia were carried out. Arrangements were made for the transfer of power from the Severn and Wasdells systems and from the Swift Rapids plant, and the municipalities were asked to restrict their motor load, Owen Sound operating its steam plant for the same purpose. As most power customers shut down for the holiday, this caused little inconvenience, and no restrictions were placed on the lighting load. The Eugenia plant was closed down at midnight on Saturday, and repairs

rushed through by night and day work so that the plant was again available to meet power requirements Tuesday morning. About 100 feet of the wood-stave pipe line, where it passed through an earth fill, had deteriorated, and this was repaired by building in a new section. The remainder of the pipe line was found to be in fair condition and required only minor repairs, such as placing extra bands and plates here and there where stave ends had sprung, and replacing a few staves at several points. The expansion joint in the steel pipe section just below the surge tank was examined and the packing replaced, reducing leakage at this point.

Advantage was taken of the load condition during the spring months to make some further improvements in the design of No. 1 turbine in the Eugenia plant, and a further increase in efficiency resulted. These changes were completed in June and the unit put back into service. The machine has since operated very satisfactorily, requiring less water for the same power output, thus assisting in conserving the water supply, a matter of increasing importance due to the growth of load.

Various minor adjustments and repairs were made at the plant, the surge tank and supporting structure were painted, and the power house and equipment generally maintained in a condition of high efficiency.

At Hanover an outdoor type switching station was constructed and put into operation on January 8, necessary alterations being made in the lines to connect them into the new structure, the line running north to Elmwood and Chesley being brought back three-quarters of a mile for this purpose. This switching station was required to give proper operating control of the lines to the Bruce County extension and to Elmwood and Chesley, and to permit service being given from either of the two supply lines at this point. Three electrically operated, 300-ampere, oil circuit-breakers were installed, together with relays, so that in case of trouble developing on lines beyond Hanover, the defective section will be cut out automatically without interrupting service to other sections and customers.

The Hanover distributing station was extended to accommodate the low-tension switchboards and the local commission's condenser, the high-tension equipment remaining in the old section of the building. The entrance structure was remodelled, and the Hanover local line and the Neustadt feeder re-arranged, and brought into the new section of the station.

An operator has been located permanently at Hanover to look after the Hanover transformer station, to operate the condenser of the local commission, and to do any necessary switching at the Hanover switching station. This has greatly facilitated the operation of the lines in this section.

At Durham a new substation was erected and put into operation on April 30, to serve the John E. Russell Company. This is an out-door, pole-type transformer station with three 100-kv-a., 22,500 550-volt transformers. This station is connected into the Durham-Mount Forest line at pole No. 1,007 in Durham.

On the morning of July 11, about 3 a.m., the out-door, pole-type station at Elmwood was destroyed by fire, which had its origin in a garage adjacent to the station. Fortunately the power transformer was not damaged. Service was restored in the evening of the same day by means of temporary connections. The pole structure was rebuilt and new equipment installed as soon as delivery of material could be obtained.

Additional telephone protective equipment was installed at Hanover and Mount Forest.

At Kincardine the size of the high-tension fuse was increased and the current transformers on the low-tension relays were altered to give more selective operation.

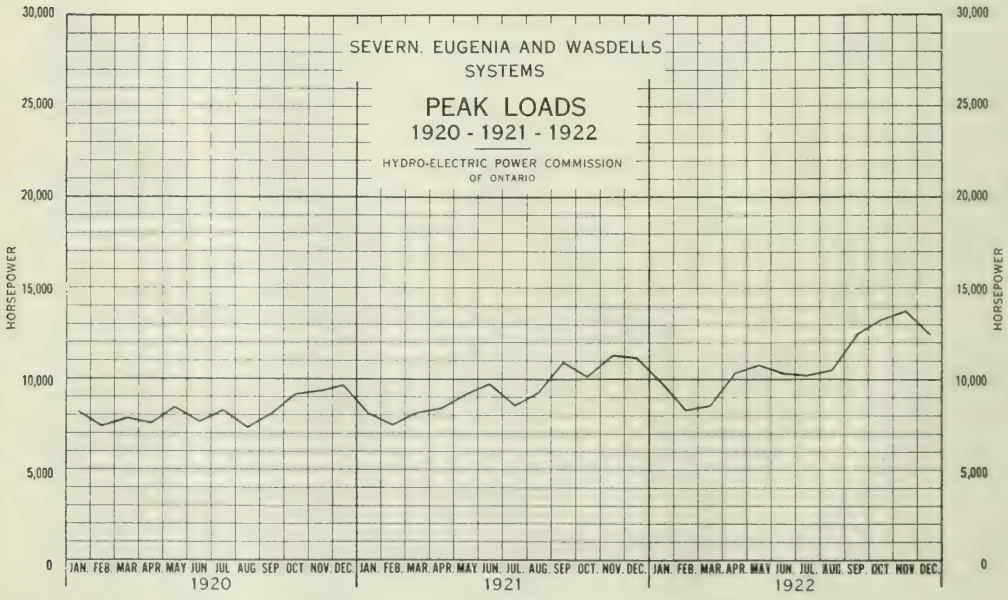
Structures at points where transmission lines cross over railway were inspected, and side guys installed generally throughout the system.

A rural line was built out of Walkerton Quarry substation, supplying consumers in the Walkerton rural power district. This work was done by the Operating Department maintenance staff, and line was put into service on February 15, being operated by this department.

The Flesherton rural power system was built by the Construction Department and turned over to the Operating Department for operation on March 24, 1922.

Owing to the programme of provincial highway construction, it was necessary to make extensive alterations to the lines on the Eugenia system. In some cases blasting under or near the Commission lines resulted in damage to the lines and equipment and serious interruptions to customers. Considerable trouble was experienced in this respect on the line running north to Owen Sound, and at one point on this line, where the roadway ran through a rock cutting, it was necessary for us to remove our lines from the highway for a distance of about 1,100 feet, in order to avoid a continuation of the numerous interruptions due to blasting. On the road north of Markdale, which was reconstructed more than a year ago, the settling of the earth has caused poles to go over and has rendered necessary constant inspection and considerable work to maintain it in a safe and satisfactory operating condition. A somewhat similar condition exists on the road between Durham and Mount Forest.

The sleet storm of February 22, which was so severe further south, did practically no damage to the lines on the Eugenia system. The same is true of the sleet storm of March 31, 1922.



EUGENIA SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Arthur	126.0	121.0	100.5	20.5	....
Carlsruhe and Neustadt	104.5	170.2	167.5	2.7	....
Chatsworth	28.6	24.0	52.8	....	28.8
Chesley	247.0	263.2	268.8	....	5.6
Dundalk	104.5	87.0	109.3	....	22.3
Durham	130.0	512.0	573.7	....	61.7
Elmwood	58.0	45.5	29.6	15.9	....
Flesherton	55.4	47.5	36.2	11.3	....
Grand Valley	63.6	65.0	65.0	....	....
Hanover	727.8	1,441.0	1,675.7	....	234.7
Holstein	9.6	9.6	8.0	1.6	....
Hornings Mills	5.0	5.0	5.0	....	....
Kincardine	....	114.0	179.6	....	65.6
Lucknow	....	85.7	87.0	....	1.3
Markdale	90.6	88.4	92.4	....	4.0
Mount Forest	192.7	156.4	205.8	....	49.4
Orangeville	144.5	167.5	194.6	....	27.1
Owen Sound	1,340.0	1,402.0	1,691.7	....	289.7
Priceville	....	10.7	10.4	0.3	....
Ripley	....	49.5	77.7	....	28.2
Shelburne	162.2	136.7	147.4	....	10.7
Tara	53.6	53.6	42.8	10.8	....
Teeswater	....	102.1	67.6	34.5	....
Wingham	....	382.0	297.5	84.5	....

WASDELLS SYSTEM

The load for the Wasdells system at the end of the fiscal year showed a considerable increase over the same month last year. This was, in great part, due to an extension of the system transmission line to supply the new municipalities of Port Perry and Uxbridge. Due to the power requirements of the Severn and Eugenia systems, and in order to conserve water wherever possible, as well as because of the increased load of the Wasdells system, the generating station at Wasdells Falls has been kept heavily loaded.

The shaft in No. 2 generator at Wasdells, which had broken and been repaired some years previously, was replaced by a new shaft, as the shaft again failed, making it practically impossible to effect satisfactory repair. At the time of the first break, a new shaft was ordered and had been delivered and held at the plant for some time in order to make the replacement when a suitable opportunity occurred. This work was carried out in March, 1922.

No. 1 unit at this plant is also operating with a repaired shaft, but a new shaft of somewhat stronger design has been ordered and recently delivered, as it is intended to replace the shaft at an early date. A new thrust bearing has also been designed and supplied for this unit, and will be installed at the time the new shaft is put in. It is believed that this will avoid further trouble with shafts breaking.

The metering equipment at the power house was re-arranged and additional meters installed in order to get more complete records of the power generated and distributed to the system or tie line.

An investigation was made into the question of flooding certain lands above the power house, and it was shown that this was due, to a great extent, to narrow sections in the river, and not to the operation of the power house. An agreement was reached with the farmers on the lands affected, fixing the level to be maintained in the head water at the Wasdells plant.

The usual details of maintenance were carried out through the year to maintain the equipment in the power house and substations in proper operating condition, and lines were constantly patrolled in order to detect and replace any insulators, cross-arms, etc., likely to cause trouble.

A 22,000-volt single circuit line of 5/16 inch steel cable was constructed from Cannington to Greenbank station. A 3-phase transformer of 150-kv-a. capacity was installed at this station, stepping down from 22,000 volts to 4,000 volts. A feeder at 4,000 volts runs from this station to Junction W761, a distance of 1¾ miles, where it branches, one line running 4¾ miles to Port Perry and the other 4 miles to Uxbridge. Station and lines were made alive and service first given to the municipalities on September 29, 1922.

WASDELLS SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Beaverton	88.4	103.2	119.9	....	16.7
Brechin	81.0	58.4	53.6	4.8	....
Cannington	101.8	72.3	92.5	....	20.2
Kirkfield	15.6	17.4	32.7	....	15.3
Sunderland	75.5	67.0	60.3	6.7	....
Woodville	89.5	80.4	61.0	19.4	....

WASDELLS SYSTEM—NEW MUNICIPALITIES

Municipality	Date connected	Load in horsepower		Increase in horsepower
		Initial	Oct., 1922	
Port Perry	Sept. 29, 1922	80.4	80.4	....
Uxbridge	Sept. 29, 1922	88.4	88.4	....

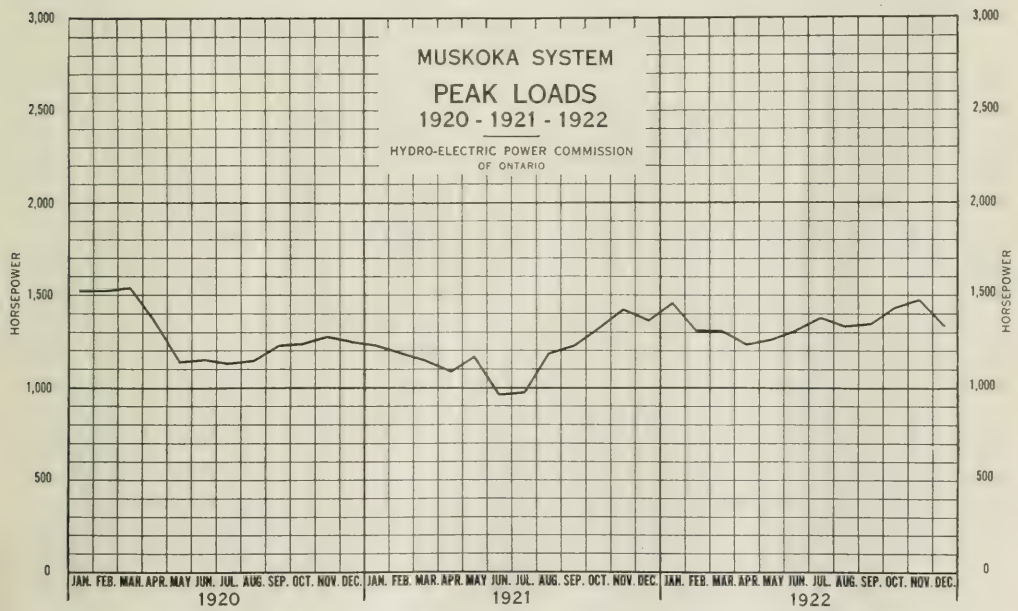
MUSKOKA SYSTEM

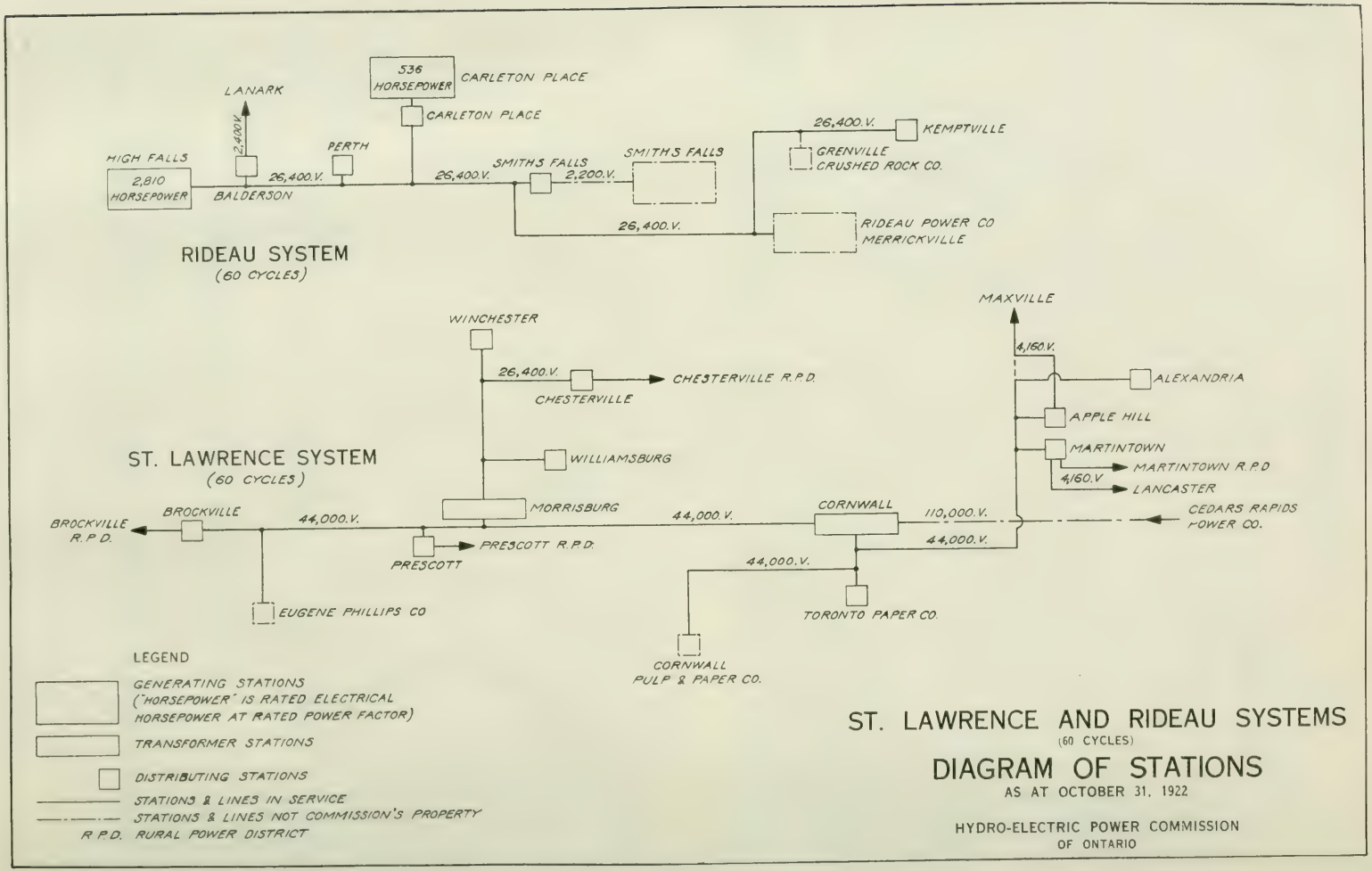
The generating station at South Falls has been taxed to its capacity during the past year. There has been some increase in the peak load demand of the Muskoka system municipalities, and they have also raised their load factor, so that the total kilowatt-hours required from the South Falls plant during 1922 as compared with 1921 shows a growth in the average load of approximately 14 per cent.

The increase in the load has made it even more difficult than formerly to carry out maintenance work on the generators, turbines and other equipment. There are only short periods during which the load can be carried by one generator, permitting the other to be closed down for inspection or repairs.

On April 26, the shaft extension on No. 2 unit broke off. Work on a new shaft extension was rushed through and the unit was repaired and put back into service on April 28. During the interval, both Gravenhurst and Huntsville loads were restricted to the putput of No. 1 generator. To avoid a repetition of the same trouble, a new shaft extension was made up of nickel steel and installed. This work was carried out between Saturday night of June 30, and Tuesday morning, July 3, the load requirements of the municipalities being light over Sunday and Dominion Day.

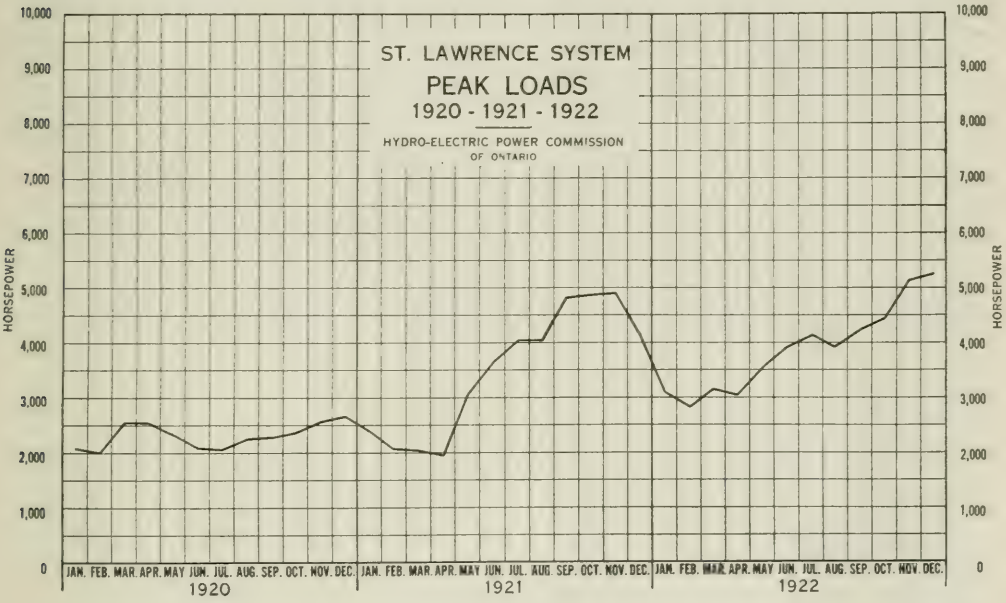
Some trouble has been experienced at different times during the year due to armature coils burning out in No. 1 generator. Repairs were in all cases rushed through without delay, a quantity of spare coils being kept on hand.




536 HORSEPOWER
CARLETON PLACE
CARLETON PLACE
LANARK
2,400 V.
HIGH FALLS
2,810 HORSEPOWER
BALDERSON
26,400 V.
PERTH
26,400 V.
SMITHS FALLS
2,200 V.
SMITHS FALLS
26,400 V.
KEMPTVILLE
GRENVILLE CRUSHED ROCK CO.
26,400 V.
RIDEAU POWER CO MERRICKVILLE
RIDEAU SYSTEM
(60 CYCLES)
WINCHESTER
26,400 V.
CHESTERVILLE
CHESTERVILLE R.P.D.
WILLIAMSBURG
MORRISBURG
ST. LAWRENCE SYSTEM
(60 CYCLES)
BROCKVILLE R.P.D.
BROCKVILLE
44,000 V.
PRESCOTT
PRESCOTT R.P.D.
EUGENE PHILLIPS CO
MAXVILLE
4,160 V.
ALEXANDRIA
APPLE HILL
MARTINTOWN
MARTINTOWN R.P.D
4160 V
LANCASTER
CORNWALL
44,000 V.
110,000 V.
CEDARS RAPIDS POWER CO.
44,000 V.
44,000 V.
TORONTO PAPER CO.
CORNWALL PULP & PAPER CO.
LEGEND
GENERATING STATIONS ("HORSEPOWER" IS RATED ELECTRICAL HORSEPOWER AT RATED POWER FACTOR)
TRANSFORMER STATIONS
DISTRIBUTING STATIONS
STATIONS & LINES IN SERVICE
STATIONS & LINES NOT COMMISSION'S PROPERTY
R.P.D. RURAL POWER DISTRICT
ST. LAWRENCE AND RIDEAU SYSTEMS
(60 CYCLES)
DIAGRAM OF STATIONS
AS AT OCTOBER 31, 1922
HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

MUSKOKA SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Gravenhurst	611.0	341.8	384.7	....	42.9
Huntsville	655.5	872.6	921.0	....	48.4



ST. LAWRENCE SYSTEM

Had the voltage of the St. Lawrence system not been raised to 44,000 volts, the operation throughout the present fiscal year would have been practically uneventful. However, in order to supply power to the Eugene Phillips Company, located at Brockville, the transmission voltage of the system had to be raised, and for economic reasons, 44,000 volts was selected.

This, of course, necessitated changes in the old transmission lines and old stations, the changes at Prescott being the most drastic. This station was practically rebuilt, using a new 300-kv-a., out-door type transformer. Such changes were not necessary in the lines and stations of more recent construction, as provision had been made for this eventuality.

The system has been operating since October 1, with two high-tension voltages, since a small section from Morrisburg to Winchester and Chesterville is still served at 25,400 volts, while 44,000 volts is used elsewhere. This small section was left undisturbed in order to avoid the expense of reinsulating the lines and making the necessary station changes. A 300-kv-a., 44,000/25,400-volt transformer, installed at Morrisburg, serves to supply the required power, while air-break switches located at the same point serve to sectionalize the high-tension lines.

Owing to the fact that the high-tension transformers at Cornwall are

"Y"-connected on the 110,000-volt side, the neutral could not be grounded at Cornwall without creating inductive interference, injurious to the Bell Telephone Company. Various schemes for stabilizing the neutral without the objectionable telephone interference were tried, and numerous tests with oscillographic records were made. The transformers were left operating with the neutral of the service bank connected to the neutral of the high-tension bank, thus utilizing the service bank as a sort of tertiary winding. In this way the system has operated in a satisfactory manner.

It might be added that the new station at Brockville which serves and is owned by the Eugene Phillips Company, was made alive on October 25, 1922, just prior to the close of the fiscal year.

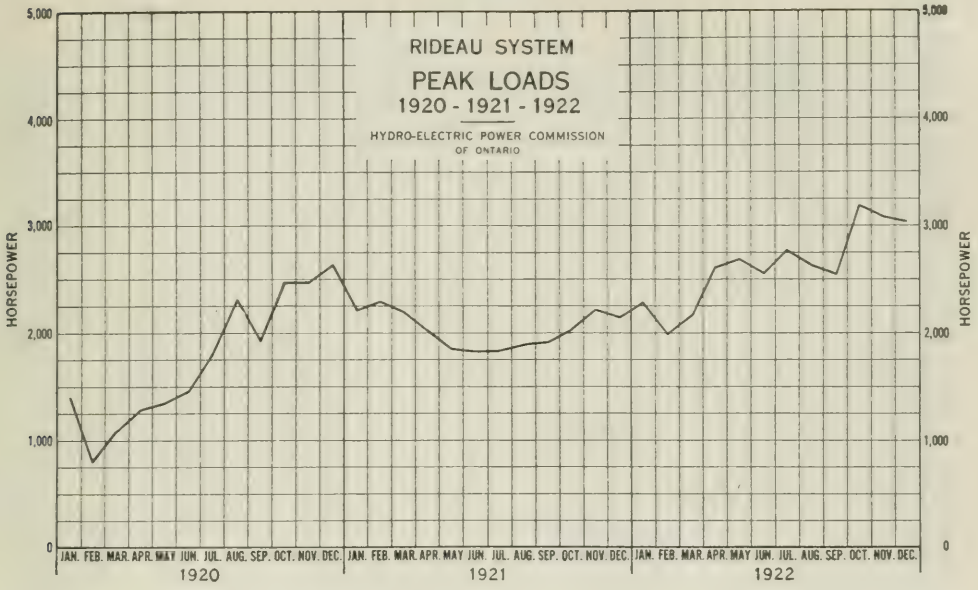
ST. LAWRENCE SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Alexandria	....	136.2	183.0	....	46.7
Apple Hill	....	18.7	24.0	....	5.3
Brockville	1,048.0	1,038.8	1,233.2	....	194.4
Chesterville	130.0	132.0	124.7	7.3	....
Cornwall Pulp & Paper Co.	....	1,880.7	....	....	....
Howard Smith Paper Co.	725.0	1,415.2	2,443.0	....	1,017.7
Lancaster	....	22.7	24.0	....	1.3
Martintown	....	11.6	12.4	....	0.8
Maxville	....	34.8	34.8	....	....
Prescott	220.0	223.8	147.4	76.4	....
Williamsburg	17.6	13.4	18.0	....	4.6
Winchester	96.0	90.4	110.0	....	19.6

RIDEAU SYSTEM

Of the Rideau system there is little to be said. From an operating point of view the Grenville Crushed Rock Company at Deeks, which was connected to the system on March 1, 1922, has given some trouble in the way of voltage regulation. This station was constructed by the customer to supply a load of considerable magnitude which, as is usual with rock crushing plants, was both variable and abrupt in its variations. As a result, the regulating equipment at High Falls failed to control satisfactorily the system voltage. The trouble was corrected by making minor additions and adjustments to the equipment, which is now satisfactory in every respect.

The new station supplying the village of Kemptville was put in operation on November 28, 1921, and has since been operating without incident. This station is connected to the system by a 26,400 line from Merrickville, 12.1 miles in length, and since the load requirements are light it can be supplied from Merrickville station in case of trouble on the Smiths Falls-Merrickville line. This, of course, is an advantage.

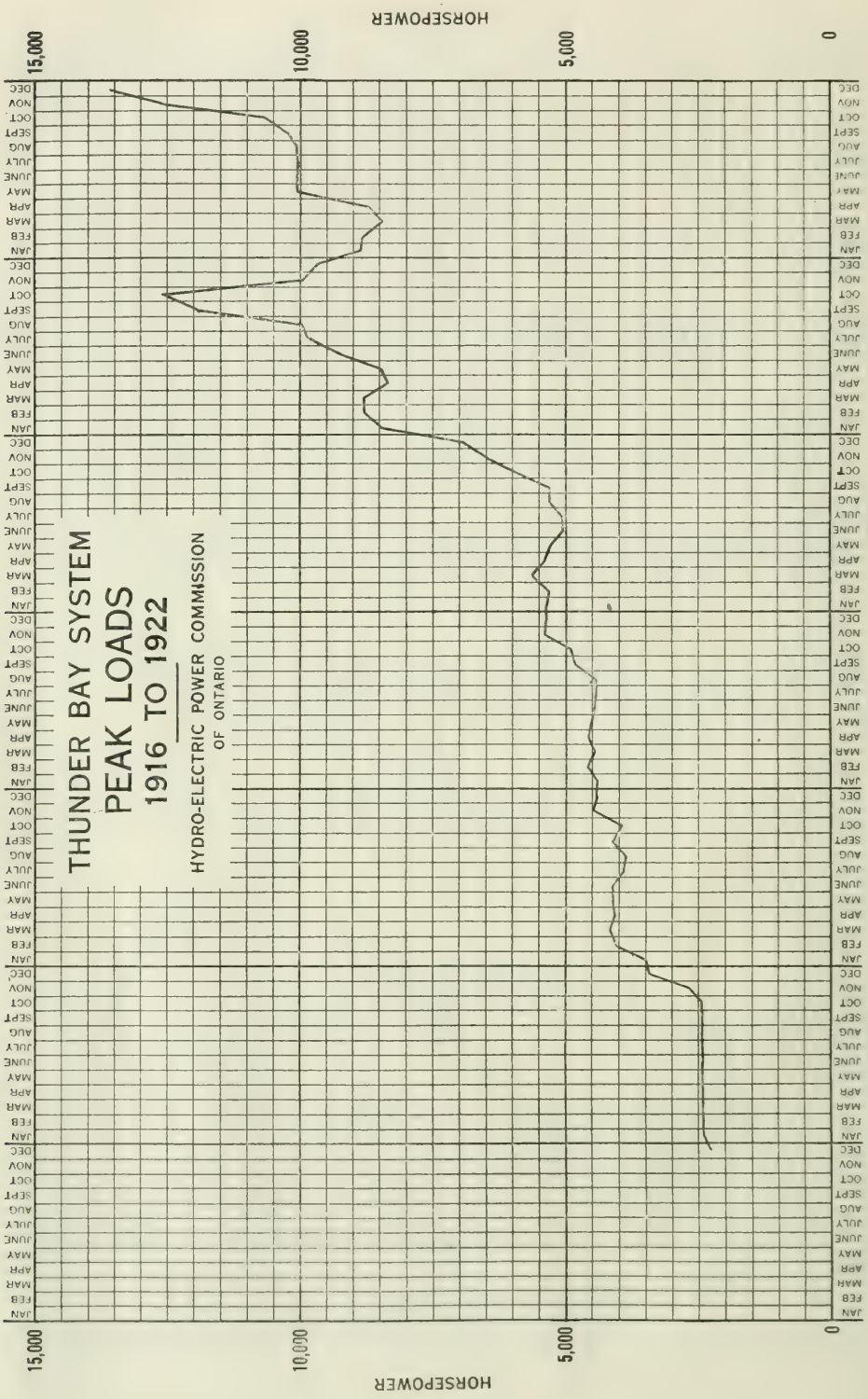


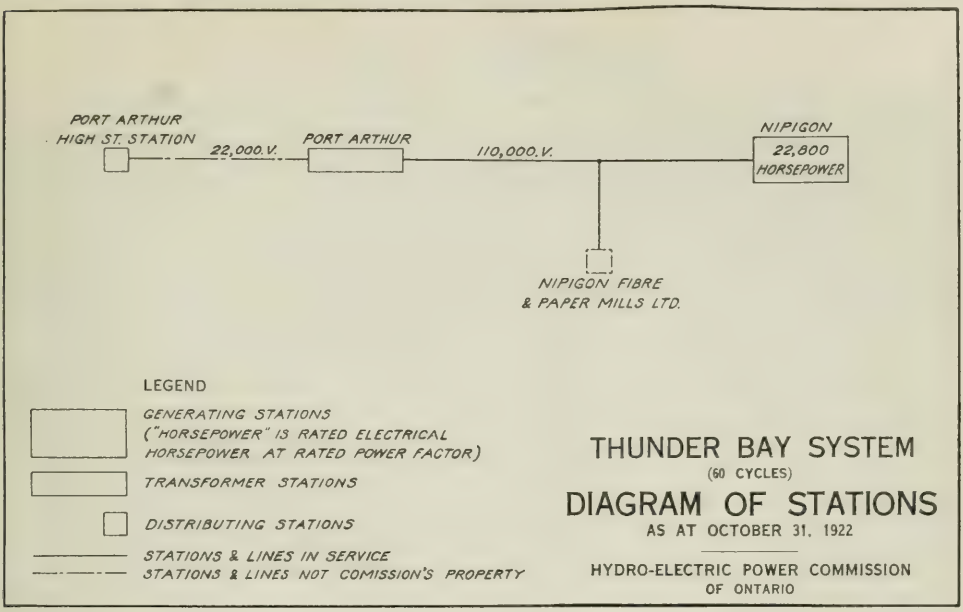
RIDEAU SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Carleton Place	694.0	769.4	800.2	....	30.8
Lanark	....	38.8	35.5	3.3	....
Perth	558.0	522.7	474.5	48.2	....
Smiths Falls	1,052.0	713.0	785.5	....	72.5

RIDEAU SYSTEM—NEW MUNICIPALITIES

Municipality	Date connected	Load in horsepower		Increase in horse power
		Initial	Oct., 1922	
Kemptville	Nov. 28, 1922	117.9	128.7	10.8


THUNDER BAY SYSTEM
PEAK LOADS
1916 TO 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
HORSEPOWER
15,000
10,000
5,000
0
1916
1917
1918
1919
1920
1921
1922
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC



THUNDER BAY SYSTEM

The Cameron Falls plant has now completed its second year of operation with steadily increasing load. There were no radical changes on the Thunder Bay system during the past year.

Due to the closing down of the Nipigon Fibre Company just before the beginning of the fiscal year, the load decreased for some months, but a rapid increase has been evident since that time, and the load is now attaining a value where both generators are necessary to carry the load.

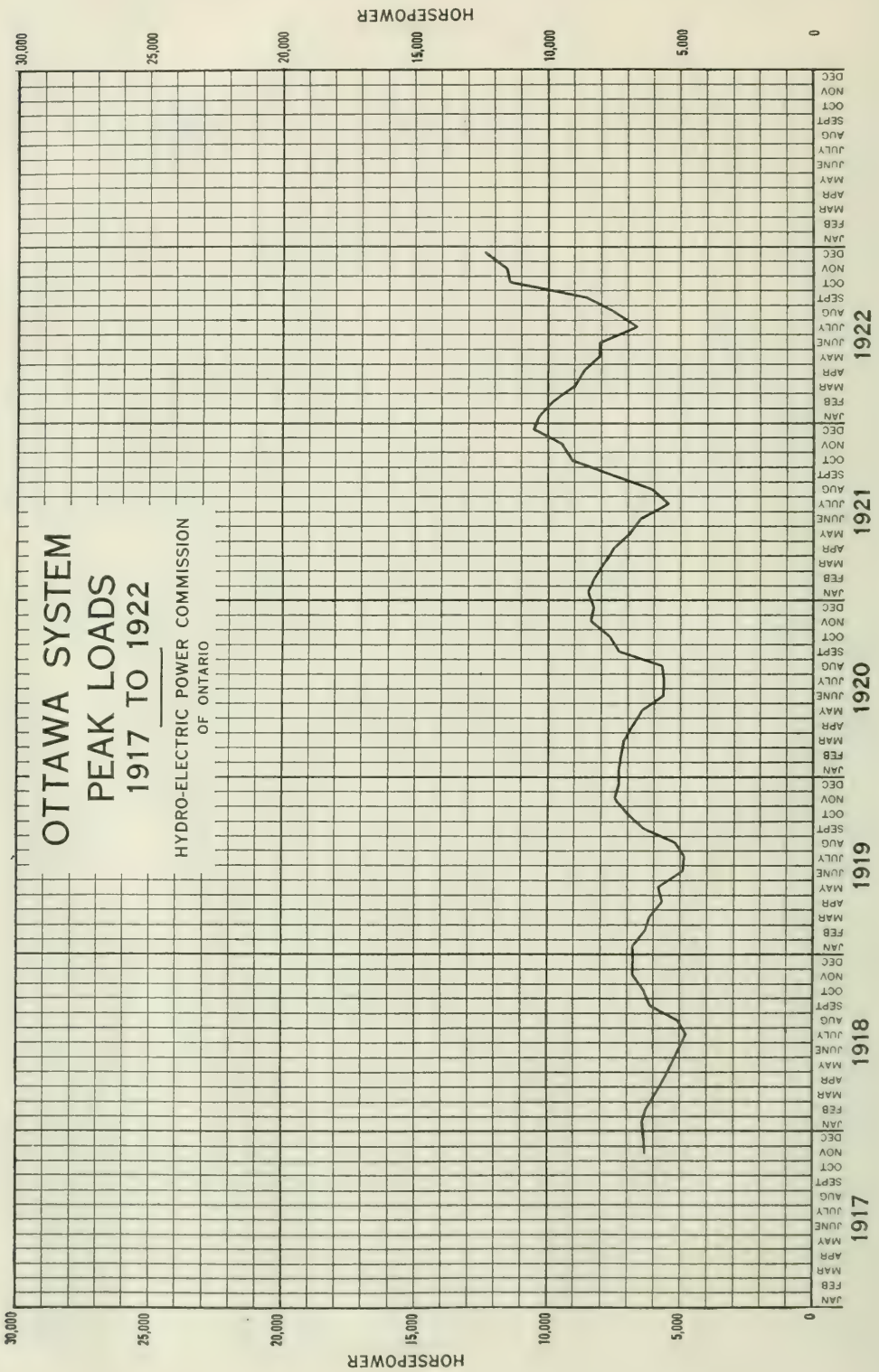
All equipment at the generating station came through the year in good condition. Besides the usual repair work on auxiliary equipment, the turbine bearing on No. 2 unit was replaced. The units of the main power transformer bank have now been painted and placed in permanent locations.

No trouble has been experienced with the transmission line so far. Weather conditions in the main have been favourable, although late last winter a severe sleet storm visited the Port Arthur district. While a great deal of damage was done by this storm to the local and other distribution systems, the Commission's line stood up under the strain and we experienced no trouble whatever.

At the receiving station at Bare Point some work was done on the power transformers and the metering equipment. The power transformer tanks required attention due to oil leaks, and these have been repaired and the units painted. The metering equipment was altered slightly with a view to obtaining more satisfactory records.

Some slight changes were made in the Port Arthur distributing station. These consisted in alterations to the metering equipment for better records, and in the protective equipment with a view to giving the best service by isolating trouble to its own feeder wherever possible. A section of the station near switchboard has been partitioned off as an office for the operators, for the greater safety of the operators and to reduce cost of heating.

The increase in load on this system is shown by the curve given elsewhere in this report and indicates an encouraging growth in the amount of power utilized in this district.


OTTAWA SYSTEM
PEAK LOADS
1917 TO 1922
HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO
HORSEPOWER
30,000
25,000
20,000
15,000
10,000
5,000
0
1917
1918
1919
1920
1921
1922
JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC

OTTAWA SYSTEM

The only change in operating conditions on the Ottawa system has been the addition of the Nepean Rural district, the line to which was first made alive on February 23, 1922. This line is connected to the distributing lines of the Ottawa Hydro-Electric Commission under arrangements with that Commission. The total supply of power for the Ottawa system is obtained from the Ottawa and Hull Power and Manufacturing Company under a contract between that Company and the Hydro-Electric Power Commission of Ontario. The delivery of power has been very reliable and satisfactory.

The load of the Ottawa Hydro-Electric Commission, as will be seen from the accompanying graph, has continued to increase in a gratifying manner.

CENTRAL ONTARIO AND TRENT SYSTEM*

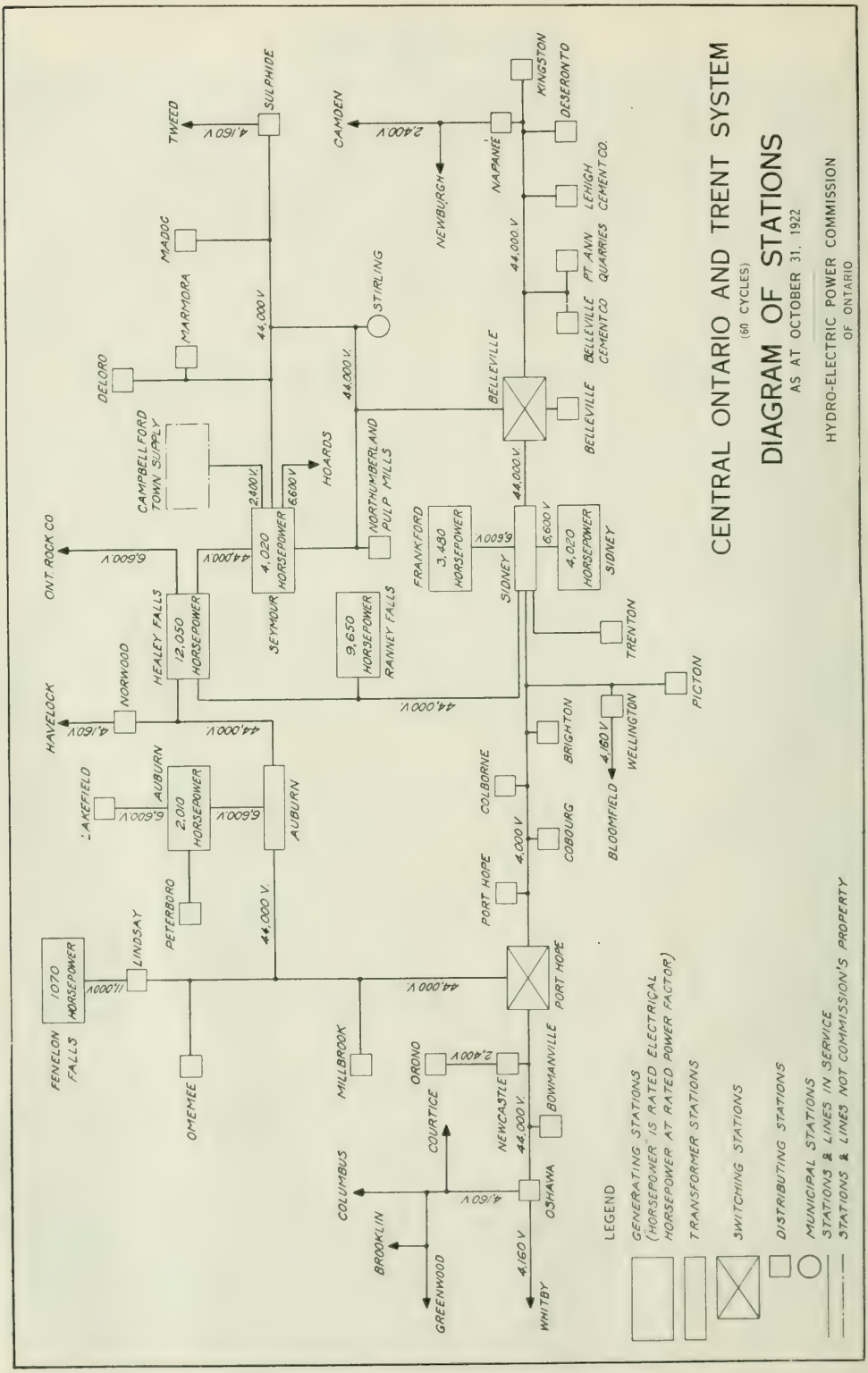
A noteworthy addition to the generating equipment of the Central Ontario and Trent system occurred during the month of August, 1922, when the first unit of the new Ranney Falls generating station was placed in operation. The plant consists of two 4,500-kv-a. units, one of which was put into service with certain load limitations pending the completion of the work. On September 2, the second generator became available and with the second transformer the entire plant became available on September 18, 1922.

It is interesting to note that the plant is designed to operate with increased output while the canal is closed to navigation. The nominal electrical capacity during the navigation season, of 7,200 kilowatts, or 9,650 horsepower, becomes, with an eight-foot reduction of the reach above dam No. 9 and the corresponding increase in operating head at dam No. 10, approximately 8,400 kilowatts, or 11,300 horsepower.

A large percentage of the valuable power sites of the Trent and Otonabee rivers occurs in the neighbourhood of Campbellford. Dams 11, 12 and 14 are already developed, consequently Ranney Falls (dam No. 10) is close to a number of existing transmission lines. This is to some extent an operating convenience as it provides a number of outlets for the power, diminishing the possibility of the station being cut off from the high-tension transmission system. A double circuit section, 0.38 miles in length, loops the Healey Falls-Trenton line into the station, which enables the operators to sectionalize this line, and in case of trouble on one section, to deliver power over the other. Ultimately another connection will be made from Ranney Falls to the Campbellford-Belleville line.

These numerous connections have the advantage of great operating flexibility in the matter of transmission, but the concentration of so large a percentage of the system power between Healey Falls and Trenton necessitates heavier transmission lines in all directions than would be the case if the plants were spread out nearer the various load centres.

* The Central Ontario system and the Trent system both receive their electrical energy from the same sources of power supply through the same main transmission network and from the standpoint of power development and electrical operation are regarded as a unit and known as the Central Ontario and Trent system. It may be explained that after the Central Ontario system was purchased by the provincial Government, a number of municipalities in central Ontario, from time to time, applied to the Hydro-Electric Power Commission for power to be supplied under the provisions of the Power Commission Act. The municipalities in central Ontario which thus enter into direct relationship with the Hydro-Electric Power Commission are for purposes of financial administration grouped in what is termed the "Trent system."


CENTRAL ONTARIO AND TRENT SYSTEM
(60 CYCLES)
DIAGRAM OF STATIONS
AS AT OCTOBER 31. 1922
HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO
FENELON FALLS
1070 HORSEPOWER
11,000 V
LINDSAY
PETERBORO
OMEMEE
LAKEFIELD
6,600 V
AUBURN
2,010 HORSEPOWER
6,600 V
AUBURN
44,000 V.
HAVELOCK
4,160 V
NORWOOD
HEALEY FALLS
12,050 HORSEPOWER
44,000 V
ONT. ROCK CO
6,600 V
SEYMOUR
4,020 HORSEPOWER
2,400 V.
6,600 V
HOARDS
CAMPBELLFORD TOWN SUPPLY
DELORO
MADOC
MARMORA
TWEED
4,160 V
SULPHIDE
44,000 V.
STIRLING
CAMDEN
2,400 V
NEWBURGH
NORTHUMBERLAND PULP MILLS
RANNEY FALLS
9,650 HORSEPOWER
FRANKFORD
3,480 HORSEPOWER
6,600 V
SIDNEY
44,000 V.
BELLEVILLE
BELLEVILLE CEMENT CO
NAPANEE
44,000 V
KINGSTON
DESERONTO
PT. ANN QUARRIES
LEHIGH CEMENT CO.
4,020 HORSEPOWER
SIDNEY
TRENTON
PICTON
44,000 V
BRIGHTON
4,160 V
BLOOMFIELD
WELLINGTON
COLBORNE
4,000 V
COBOURG
PORT HOPE
44,000 V
PORT HOPE
ORONO
2,400 V
NEWCASTLE
44,000 V
BOWMANVILLE
COURTICE
OSHAWA
4,160 V
WHITBY
COLUMBUS
BROOKLIN
GREENWOOD
MILLBROOK
LEGEND
GENERATING STATIONS ("HORSEPOWER" IS RATED ELECTRICAL HORSEPOWER AT RATED POWER FACTOR)
TRANSFORMER STATIONS
SWITCHING STATIONS
DISTRIBUTING STATIONS
MUNICIPAL STATIONS
STATIONS & LINES IN SERVICE
STATIONS & LINES NOT COMMISSION'S PROPERTY

As a result of the re-insulation work carried out during 1919 and 1920, a very high grade of service has been obtained from the transmission lines at comparatively small expense. Insulator failures are almost unknown and interruptions from other causes have been satisfactorily dealt with. It is now safe to say that the reduction in the number of patrolmen as described in the Annual Report for 1921 was fully justified from the viewpoint of service as well as economy.

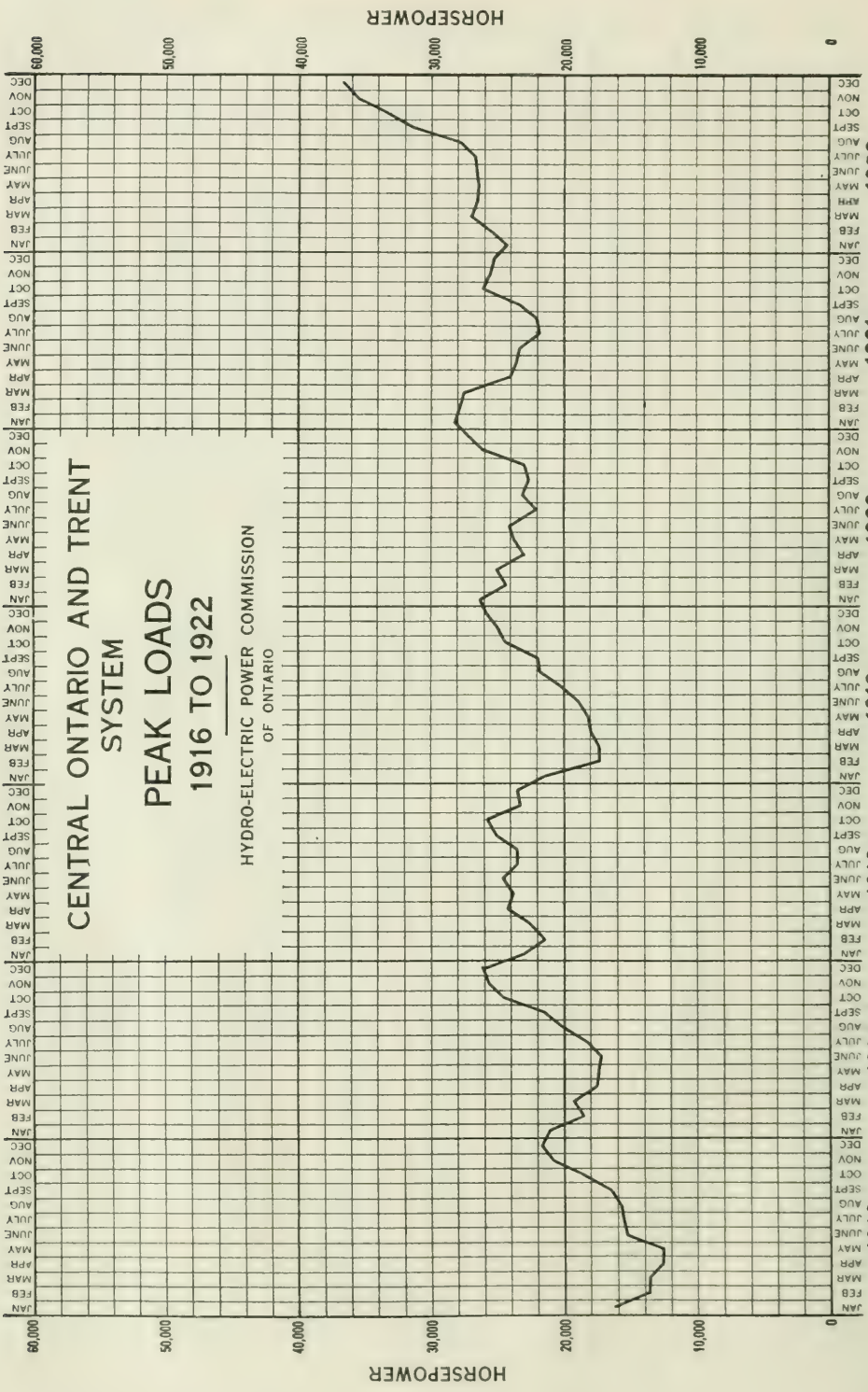
It is gratifying to report that high-tension line surges have been reduced through grounding the system neutral at the star point of the three-phase transformers at Healey Falls. Equipment has also been provided, making it possible to ground the neutral at the Sidney Terminal station in case the system should be sectionalized so that Healey Falls and Trenton are supplying different sections. It is standard operating practice to keep all high-tension lines in parallel and the neutral grounded at only one point, usually Healey Falls.

To improve the relay operation and to provide a relay system workable with a grounded neutral transmission system, a thorough revision of the relays throughout the entire 44,000-volt system was made. Although the operation of these relays depends to a large extent upon suitable settings, which requires a certain amount of time and experience, it can be definitely said that the reverse power and ground relays, which previously were not in general use, make it possible automatically to isolate sections of lines on which trouble occurs, with very little, if any, disturbance to the rest of the system.

As a result of the combination of the new relay scheme and the grounded neutral, disturbances which previously would have created surges, spreading over large and unexpected sections of the system, are now localized.

On the initiative of the Peterboro Civic Utilities, an improvement has been effected in the line facilities for utilizing, when required, the surplus power of the Peterboro Hydraulic Power Company. Formerly this power was fed directly into one or two circuits of the Peterboro distributing system, which imposed undesirable limitations as to the quantity of power which could be taken at various times. Now the Quaker Oats Company has set aside one of its lines from the Peterboro Hydraulic Power Company to its factory, and the Civic Utilities has provided a line from the factory to the Peterboro substation, which enables the Commission to deliver the power to the 2,400-volt bus and meter it at the station. The Commission provided protective equipment at the Peterboro Hydraulic Power Company.

At the request of the Canada Cement Company, one of the 750-kv-a., 44,000-volt transformers was removed from the Belleville Cement Mill to the Lehigh station, where it is more likely to be required. The connections for the transformer have not yet been completed.


CENTRAL ONTARIO AND TRENT SYSTEM
PEAK LOADS
1916 TO 1922
HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO
HORSEPOWER
60,000
50,000
40,000
30,000
20,000
10,000
0
1916
1917
1918
1919
1920
1921
1922
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC

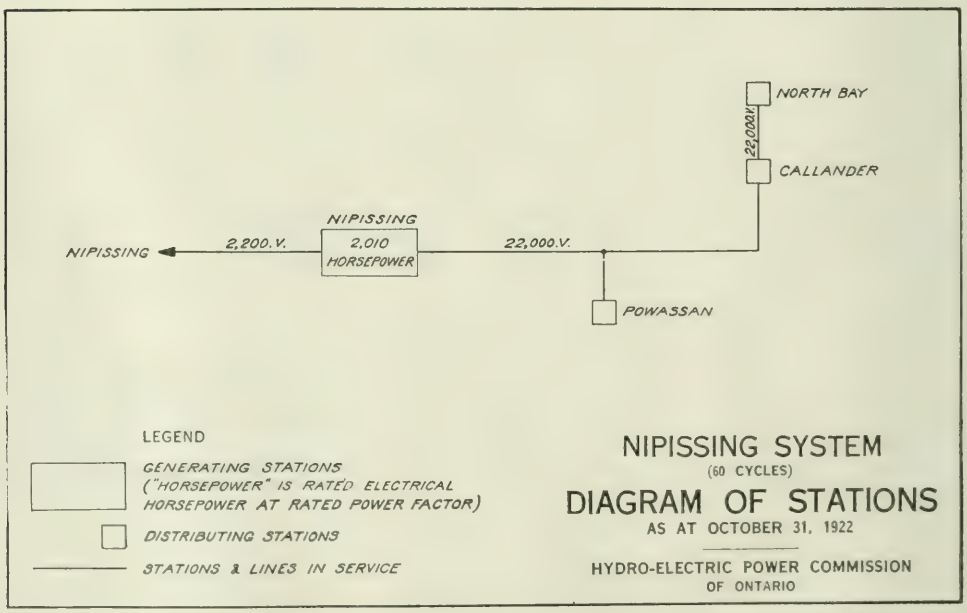
CENTRAL ONTARIO AND TRENT SYSTEM—LOADS OF MUNICIPALITIES, 1920 TO 1922

Municipality	Peak load in horsepower			Change in load, 1921–1922	
	Oct., 1920	Oct., 1921	Oct., 1922	Decrease	Increase
Belleville	1,689.0	1,943.7	2,624.8	....	681.1
Bloomfield	54.0	22.7	35.0	....	12.3
Bowmanville	1,206.0	1,119.3	1,285.0	....	165.7
Brighton	122.0	97.3	174.2	....	76.9
Brooklin Rural	134.0	98.5	82.4	16.1	....
Cobourg	804.0	970.0	1,059.0	....	88.5
Colborne	109.0	109.3	126.5	....	17.2
Deseronto	302.0	250.6	287.0	....	36.4
Havelock	....	71.4	69.8	....	1.6
Kingston	1,707.0	2,506.7	2,547.0	....	40.3
Lakefield	161.0	156.8	85.0	71.8	....
Lindsay	1,158.0	1,375.3	1,260.0	115.3	....
Madoc	131.0	143.4	152.0	....	8.6
Marmora	....	49.5	49.4	0.1	....
Millbrook	34.0	40.7	36.4	4.3	....
Napanee	374.0	565.6	576.4	....	10.8
Newburg	273.0	386.0	160.8	225.2	....
Newcastle	37.0	48.2	59.0	....	10.8
Norwood	....	37.5	101.3	....	63.8
Omemee	40.0	90.3	58.0	32.3	....
Orono	37.0	48.2	40.0	8.2	....
Oshawa	3,307.0	3,493.2	3,850.0	....	356.8
Peterborough	3,950.0	4,886.0	4,306.2	579.8	....
Picton	295.0	268.0	326.0	....	58.0
Port Hope	405.0	575.0	608.0	....	33.0
Stirling	134.0	107.2	135.3	....	28.1
Trenton	593.0	671.5	823.0	....	151.5
Tweed	92.0	106.5	144.7	....	38.2
Wellington	87.0	63.0	74.0	....	11.0
Whitby	424.0	509.3	583.0	....	73.7

PROBLEM OF WATER SHORTAGE

The Central Ontario and Trent system, as is well known, is entirely dependent for power upon generating stations situated on the Trent and Otonabee rivers,—waters which are navigable. These generating stations are now the property of the province of Ontario and are operated in trust by the Hydro-Electric Power Commission of Ontario. The interest of navigation and all matters respecting the regulation of stream flow are under the jurisdiction of the Federal Government. The interests of both navigation and power are affected by the manner in which the Trent and Otonabee waters are regulated. Navigation is chiefly concerned with the maintenance of certain levels, while power is more especially interested in the maintenance of a uniform stream flow.

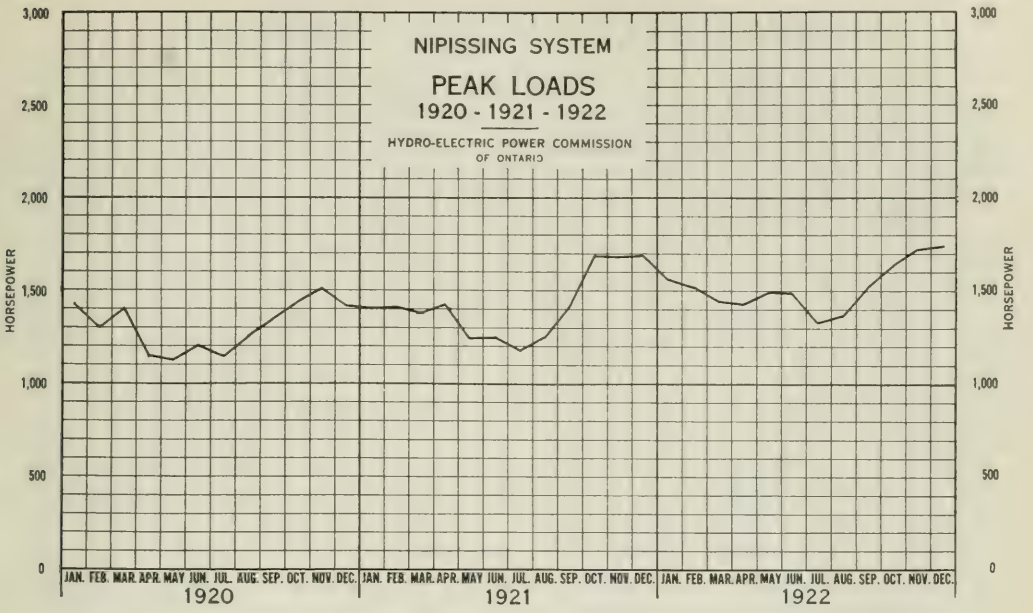
At times, insufficient stream flow has created serious power shortages which, it is contended, could have been avoided without in any manner causing injury to navigation interests. In 1922, a very serious shortage occurred. The Hydro-Electric Power Commission of Ontario has had technical officers make a careful study of the conditions which resulted in this shortage with a view to ascertaining what form of flow regulation could advantageously be adopted in order to avoid, so far as possible, similar shortages in the future. The various data and studies of the Commission's engineers are being assembled in the form of a Report, which, if ready before the Fifteenth Annual Report goes to press, will be included as Appendix No. 3.



NIPISSING SYSTEM

The Nipissing power house has been operated very close to its maximum capacity as regards both generating equipment and water supply. Constant attention has been necessary to maintain equipment in continuous and efficient operating condition and to conserve water as far as possible.

The storage of water in various areas, made possible by the dams put in



during 1920, has been essential to the operation of the system. Rangers have been employed throughout the year to look after these dams, doing such minor maintenance as necessary, and operating the stop logs to store or release water as required. Two rangers' shanties have been constructed in the bush for their accommodation while at outlying points.

Braie Lake storage dam was blown up with dynamite by some unknown party on August 6 or 7, 1922. The person responsible for this damage has not yet been discovered, and there is no apparent motive for the outrage. The loss of the water stored on this lake made it necessary to drain the storage areas further back, and in view of the abnormally dry summer and autumn, this depletion of storage areas is a matter of serious importance. The dry season has also reduced the natural autumn storage and stream flow, lowering the possible output of the power house.

The power house and equipment generally have been maintained in good operating condition. The Lombard governor cylinders were re-bored and re-ground, and fitted with larger pistons to give more efficient governor operation. Protective screens were installed around the lightning arresters to avoid danger of operators coming in contact with live parts. On the main dam above the power house a hand railing was installed for the safety of the operators.

On April 7, lightning struck the North Bay auxiliary steam plant, setting fire to the building. The fire was extinguished without serious damage to the building, but the 150-kw. generator was badly burned and had to be returned to the manufacturers for repair. The 300-kw. generator was damaged by water, but repairs were made and coils dried out without removing machine from the plant. The manufacturers put in a new winding in the 150-kw. generator, and same was returned to North Bay and reinstalled in the steam plant in October. Loss was covered by insurance.

At Callander substation an additional 25-kv-a., 22,000-volt, single-phase transformer was installed, connected in open delta to operate with the transformer previously installed. All equipment in the station was grounded.

OPERATING DEPARTMENT METER SECTION

The work of this section of the operating department has been carried on in the usual way during the past year in checking, calibrating and maintaining in adjustment all the metering equipment used by the Commission for billing purposes. This equipment is calibrated periodically, and in case of damage is repaired and replaced in service as soon as possible.

The protective devices on feeders, transformer banks and high-tension lines have been maintained in the best possible condition, and in most cases trouble is now isolated in its own location instead of involving other sections.

The services of the Operating Department meter repair shop have been used for repairing and rewinding instrument transformers and rebuilding meters. This work is taken care of in emergency at minimum expense. Some special work in adjustment of voltage transformers for accurate ratio has also been done.

A number of tests of various sorts have been made for municipalities requesting them, the engineers of this department, with the necessary equipment, being available at short notice.

Checks are also made in the case of new stations and new equipment being cut into service, this being necessary in order to ensure minimum disturbance to equipment already in service, and also to obviate the necessity of later interruptions, as any alterations thus discovered to be necessary can be made before equipment is made alive and permanently connected into service.

SECTION IV

ELECTRICAL ENGINEERING AND CONSTRUCTION

NIAGARA SYSTEM

QUEENSTON GENERATING STATION

Power House Superstructure

The construction of the superstructure of Queenston generating station has been continued and the general construction of the 300 feet of the building has been practically completed including all interior walls and compartments necessary for the installation of electrical apparatus for four units.

The building tile for the partitions was supplied by the National Fire Proofing Company of Canada, Limited, Toronto, and the tile for the exterior walls by the Interlocking Tile Company, Limited, Toronto.

The toilet fittings were supplied by the Empire Brass Manufacturing Company, Toronto.

The interior doors and trim are kalamein covered and were supplied by the A. B. Ormsby Company, Limited, Toronto.

The metal lath throughout the station is of Hyrib lath supplied by the Trussed Concrete Steel Company of Canada, Walkerville.

The roofing of the building is being done by the Carmichael Waterproofing Company Limited, Toronto, and the roofing tile for the roof surface is being supplied by the Department of the Provincial Secretary.

A twelve-ton hoist supplied by the Northern Crane Works Company has been installed in the south end of the station.

The fans for generator cooling purposes have been installed on four units.

The passenger elevator in the south end of the station has been installed by the Turnbull Elevator Company, Toronto.

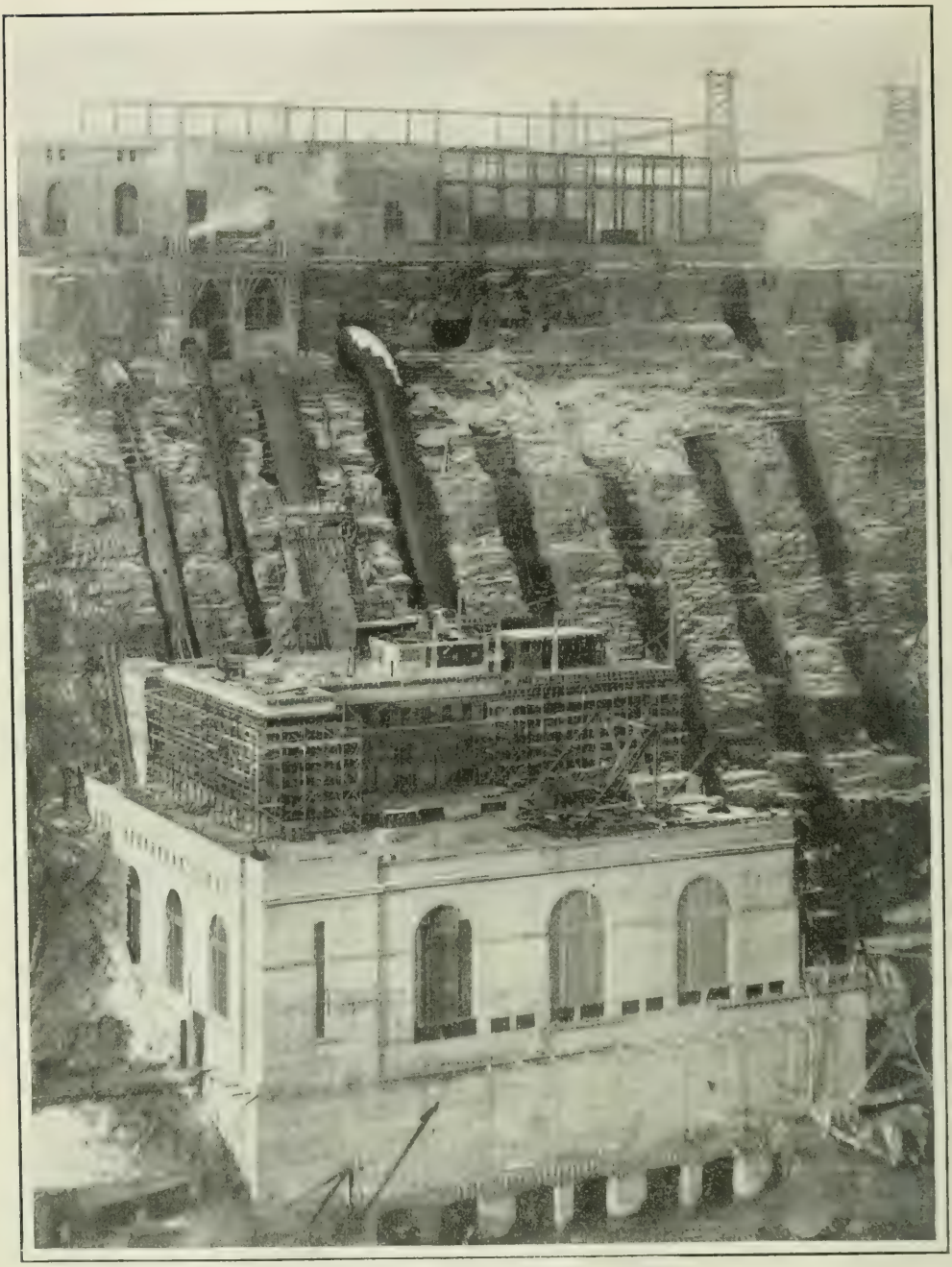
Screen House

The construction of the Queenston screen house has been continued and the general construction of 400 feet of the building is proceeding, including the Administration building at the south end. The tile for the interior partitions is being supplied by the National Fire Proofing Company of Canada, Limited, Toronto.

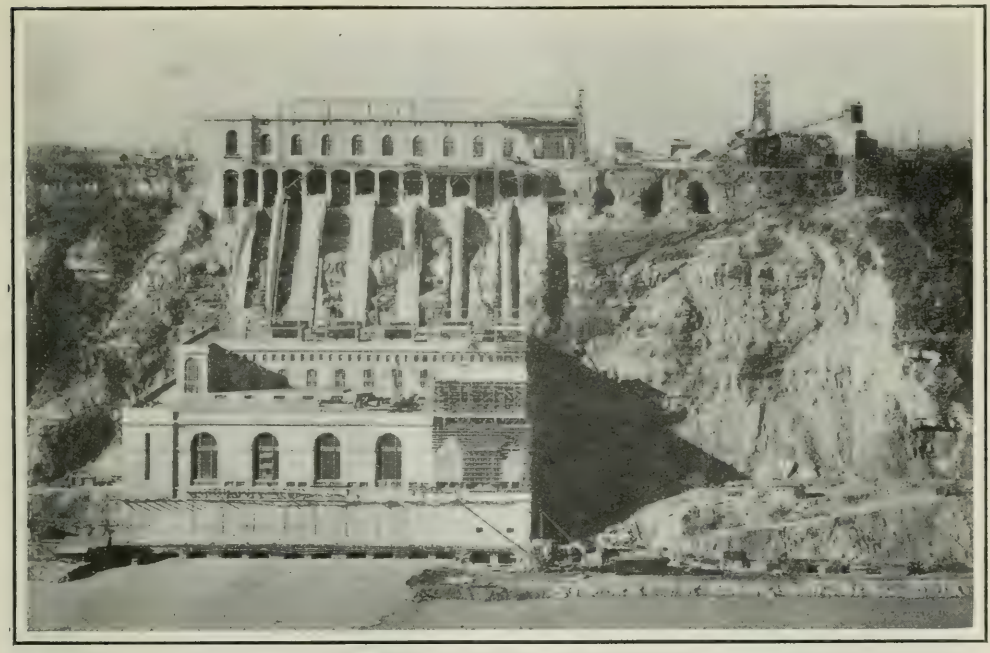
Generators

As projected in last year's Report, No. 1, 45,000-kv-a. main unit was "turned over" for the first time on December 26, 1921. On December 28, the opening of the power house was officially celebrated. After drying run, the generator was phased out and paralleled with the Niagara system on January 22, 1922. Necessary adjustments were made and the machine was put into commercial service on January 26, 1922.

No. 2 unit was "turned over" for the first time on February 20, 1922, the generator phased out after drying on March 15, and put on commercial load on March 16, 1922.



QUEENSTON-CHIPPAWA DEVELOPMENT
Queenston power house: General view from United States side of Niagara river, December 20, 1921



QUEENSTON-CHIPPAWA DEVELOPMENT

Queenston power house: General view from United States side of Niagara river opposite No. 5 unit, November 1, 1922. Compare with preceding illustration to note progress made during year

On April 16, this unit broke down due to a ventilating fan coming off the rotor and damaging the armature windings. The winding was repaired by the manufacturers under their contract guarantee and placed in service again. The repaired generator was "turned over" again on May 28, and placed in commercial operation once more on May 31, 1922.

No. 3 unit was "turned over" for the first time on July 25, and the drying out of the generator was completed on August 11. Tests for efficiency characteristics, sudden short circuit and overspeed were made during the following week to ascertain whether contract guarantees were met. These were all successful except the short circuit test under which the bracing on the armature winding failed. The armature was rewound with heavier bracing by the manufacturers under the terms of their contract guarantee and the unit started up again on September 23. After drying out it was put on commercial load on October 3, 1922.

No. 4 unit is nearly assembled and will be ready to go on load about December 1. It is expected that No. 5 unit will be ready for service in March, 1923.

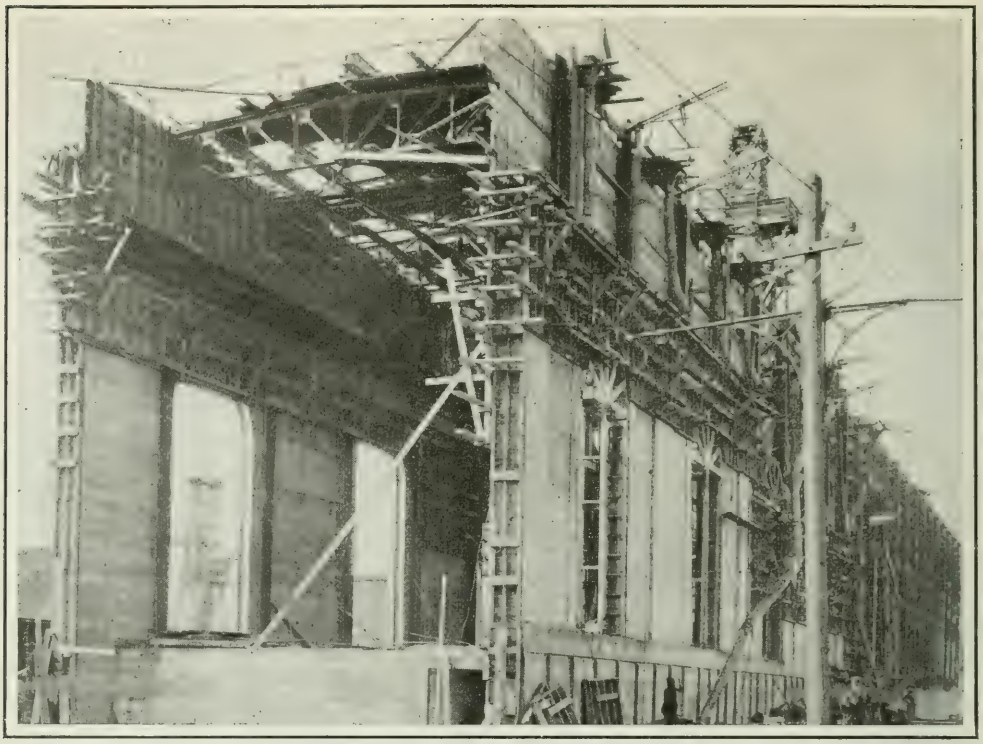
Transformers

Three banks each consisting of three 15,000-kv-a., single phase transformers have been installed to take care of the output of Nos. 1, 2 and 3 generators, each bank being ready in time to go into service with its respective generating unit. The remaining six transformers of the original order of fifteen have been partly installed.

One bank is illustrated in the accompanying cut.

Switching Equipment

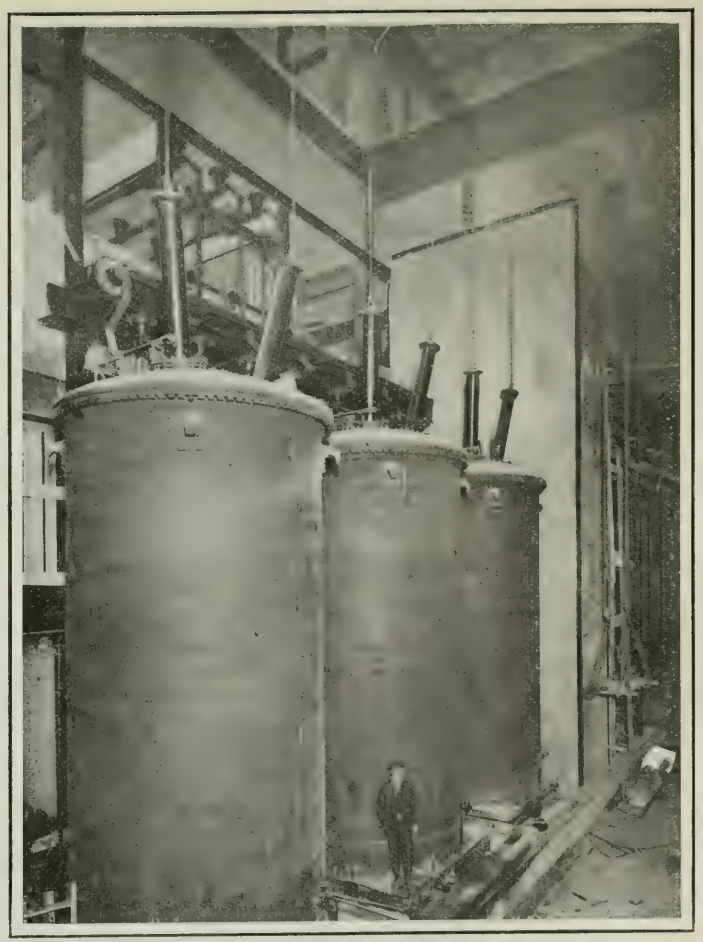
The necessary switching equipment, including oil circuit-breakers, bus-bars and connections and their insulators, instrument transformers, reactors and



QUEENSTON-CHIPPAWA DEVELOPMENT
Screen house from south-east. October 8, 1921

QUEENSTON-CHIPPAWA DEVELOPMENT
Administration building and screen house from south-east, November 3, 1922. Compare with preceding illustration to note progress made during year

QUEENSTON-CHIPPAWA DEVELOPMENT
Queenston power house: Erection of No. 2 generator. Installing rotor, December 15, 1921

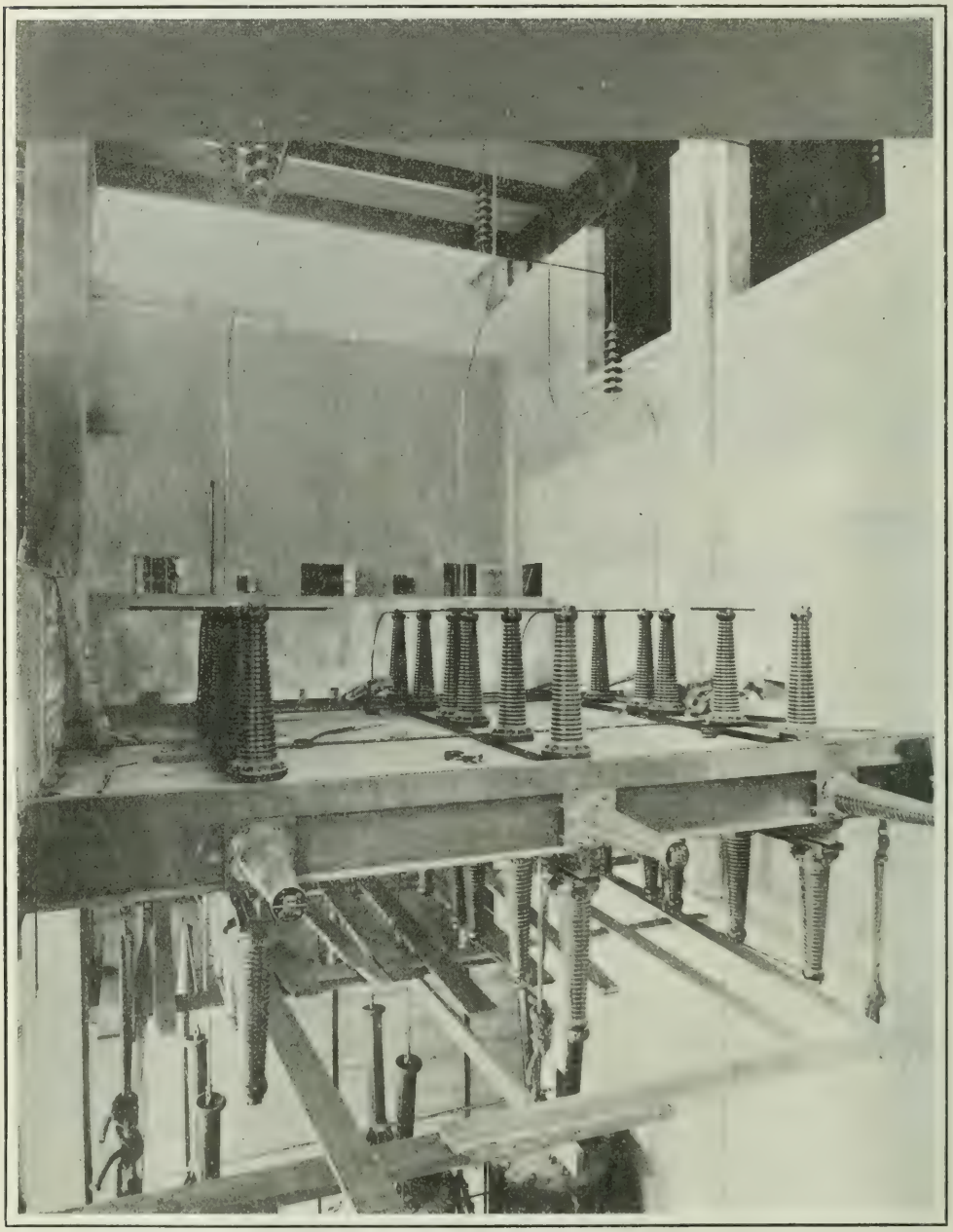


QUEENSTON-CHIPPAWA DEVELOPMENT
Queenston power house: No. 1 transformer bank and delta bus. February 2, 1922

protective equipment for each unit, was installed and ready to go into service with the unit which it controlled in each case.

Switchboards

Temporary switchboards have been installed for control of units 1 to 4 and "service" pending the construction of that part of the building in unit bays 4 and 5 which is to house the permanent control equipment. Designs of the per-



QUEENSTON-CHIPPAWA DEVELOPMENT
Queenston power house: 110,000-volt bus connections and disconnecting-switches for No. 3 unit.
August 4, 1922

manent control room have been worked out and the building is now practically complete. It is expected that the permanent switchboard will be ready by the time No. 5 unit is ready for service.

Slate for the permanent switchboard was ordered from A. H. Winter Joyner, Limited, in July. Other switchboard equipment will be moved from the temporary control room where it is now installed.

Grounding Neutral

Neutrals of generators have been operated dead grounded hitherto. The Canadian Westinghouse Company are supplying a temporary resistance for the neutrals of units 1 and 2 until opportunity occurs to add bracing to the armature windings on these machines.

The 110,000-volt neutral has been operated ungrounded at this station, the ground through resistance at Niagara transformer station being depended upon. However, as the bulk of the Niagara System load is being transferred to Queenston, a neutral grounding resistance of 100 ohms is being installed and should be ready for service in December, 1922.

Station Service

Station service distributing and control switchboards at service station "A" with all feeders to necessary services and all batteries and control circuits were completed in December, 1921, and Whirlpool distributing station was available as a source of power to enable No. 1 unit to be started.

Service generating unit "A" (2,200-kv-a.) was started up for drying run on January 11, and put on load on January 26, 1922. Service unit "B" was put on load on March 18.

Auxiliary Systems and Equipment

Lubrication systems, transformer oil systems and cooling water piping systems were completed for each unit by the time the unit itself was ready for operation.

The 150-kw., auxiliary exciter set was delivered by the Swedish General Electric Company in February, 1922, and was set up in a temporary location.

QUEENSTON-CHIPPAWA DEVELOPMENT
Queenston power house: Outgoing lines connected through rear pent houses on roof.
August 4, 1922

Outgoing Lines

Outgoing 110,000-volt lines were strung for three units. These run through standard 110,000-volt entrance bushings in the pent houses on the station roof where they connect to section N20x50 of the Niagara transmission system at the bottom of the span strung from a roof structure to towers at the top of the escarpment.

ONTARIO POWER COMPANY

The bursting of No. 15 generator in the power house on April 20, 1922, damaged the adjacent No. 16 generator and caused the collapse of the roof over units Nos. 15 and 16 and twisting of the roof steel between units No. 14 and No. 15.

The damage to the building was repaired during the year. The generators, however, had not been replaced by October 31, 1922.

The repairs and replacements to the building structural steel were carried out by the Standard Steel Construction Company. The roofing was done by the Carmichael Waterproofing Company and the remainder of the work was undertaken by the Construction department.

The accompanying cuts illustrate forcibly the damage done by this accident. The original installation was described and illustrated in the 1918 and 1919 Annual Reports.

Chippawa Distributing Station

In order to supply power to the village of Chippawa and the Chippawa rural district including the village of Stevensville, the Commission authorized, on August 2, 1922, the purchase and installation of the equipment necessary for a pole-type station to be fed from one of the 12,000-volt lines from the Ontario Power Company's distributing station. The equipment will consist of a 300-kv-a., 3-phase, special rural-class transformer with 12,000-volt choke-coils, disconnecting-switches and fuses, and two 4,000-volt feeders with fuses and a graphic-recording wattmeter for the Chippawa feeder.

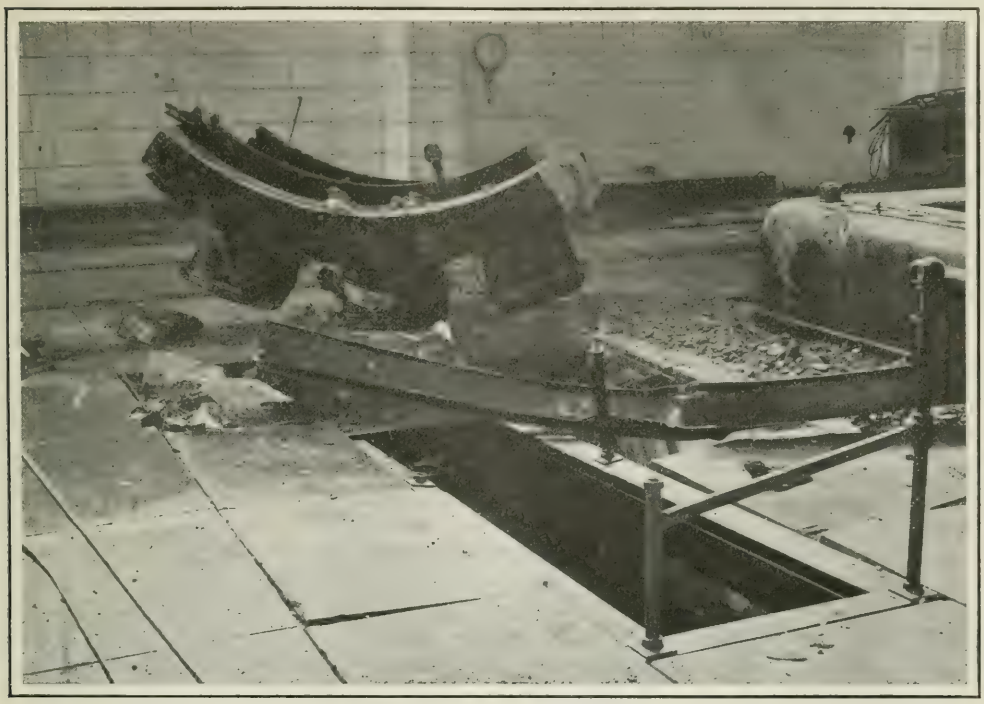
The transformer has been purchased from the Packard Electric Company and layout drawings are being made up. The installation will be done by the Construction department and it is expected that the work will be completed in December, 1922.

Beamsville Distributing Station

In order to supply power to the Beamsville rural district, the Commission, on June 19, 1922, authorized the purchase and installation of the equipment necessary for a pole-type station to be fed from a new 12,000-volt line from St. Catharines. The equipment will consist of a 300-kv-a., 3-phase, special rural-class transformer manufactured by the Packard Electric Company with 12,000-volt choke-coils, disconnecting-switches and fuses, and one 4,000-volt feeder with fuses and a graphic-recording wattmeter. The work is being carried out by the Construction department and will be completed in November, 1922.

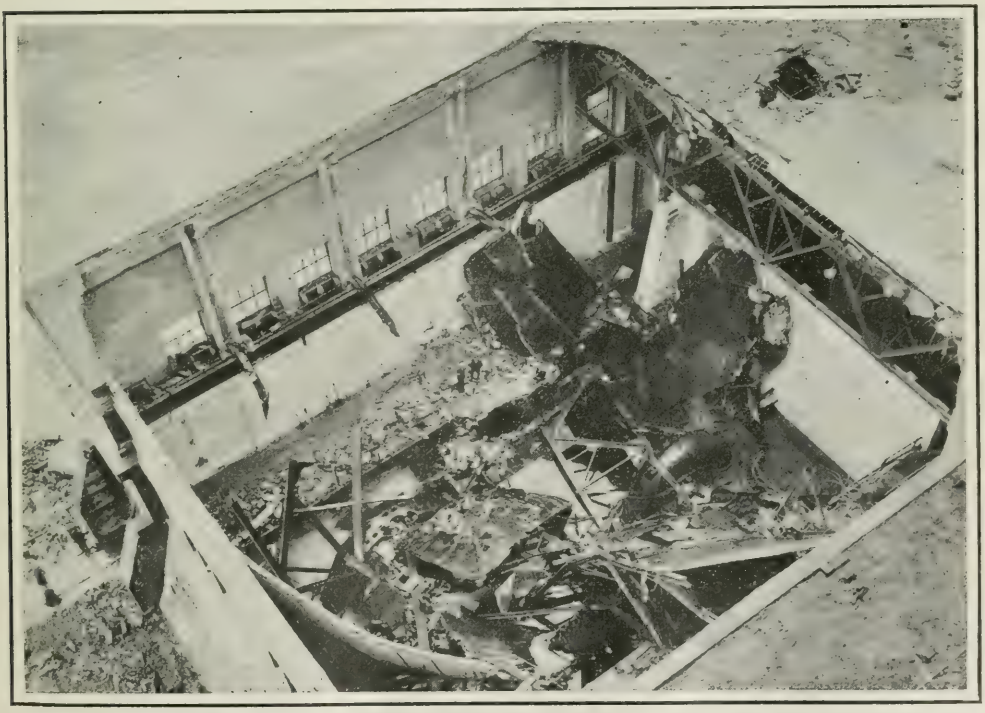
Grimsby Distributing Station

In order to supply power to the Growers' Cold Storage and Ice Company, Limited, at Grimsby, the Commission, on June 19, 1922, authorized the purchase and installation of the equipment necessary for a pole-type station to be fed from a new 12,000-volt line to be extended from Beamsville. The station consists of a 300-kv-a., 3-phase, special rural-class transformer supplied by the Packard Electric Company with 12,000-volt choke-coils, disconnecting-switches and fuses, and one 4,000-volt feeder with fuses. The graphic-recording metering



ONTARIO POWER COMPANY

Accident in power house, April 20, 1922: View showing one segment of rotor which was thrown through roof of power house when No. 15 generator burst, lying where it fell beside No. 11 unit.



ONTARIO POWER COMPANY

Accident in power house, April 20, 1922: Birdseye view from top of cliff showing damage done by bursting of No. 15 generator

equipment is located in the Growers' Cold Storage and Ice Company's station but is the property of the Commission. The work was completed by the Construction department on October 31, and is ready to deliver service as soon as the customer's equipment is in condition to receive it.

Montrose Distributing Station

This station was taken out of service in January, 1922, and partially dismantled. In August, 1922, it was again placed in service to supply power to Chippawa and Stevensville villages and to the contractors for dredging out the Welland River section of the Chippawa canal.

Whirlpool Distributing Station

This station was taken out of service in August, 1922, and is being dismantled.

NIAGARA TRANSFORMER STATION

The connection of No. 5 Ontario Power Company feeder to the main 12,000-volt bus between No. 2 and No. 3 feeder structures of the Ontario Power Company at the north end of the station, as outlined in last year's Report, was completed and the feeder placed in service on November 20, 1921.

The installation of type-"CR," reverse-power and type-"CO," ground relays with current-transformers, as outlined in last year's Report, was completed on the Ontario Power Company feeders in July, 1922, but held up on the Canadian Niagara Power Company feeders on account of inability to get interruptions. Work, however, is now proceeding on these feeders and will be completed in November, 1922.

The installation of 110,000-volt outdoor breakers in A1 and A4 lines, as outlined in last year's Report, has been completed, 1A4 being finished on February 1, 1922, and 1A1 on March 16, 1922. In July, 1922, it was decided to add grounding clamps and an operating platform on the Dundas side. These were completed in October, 1922.

On November 1, 1921, work was started on the installation of a ventilating system in the basement for quickly removing the smoke in event of trouble on the 12,000-volt switching equipment. The equipment consists of 110-volt direct current fans located in the windows and operated from storage batteries arranged in three circuits, one for the north section and two for the south section, and controlled by knife switches located on the main floor. The fans were purchased from and installed by the Canadian Blower and Forge Company, while the conduit and connections were installed by the Construction department, the work being completed and placed in service on September 18, 1922.

In January, 1922, it was decided to install new 12,000-volt disconnecting switch blades equipped with resistors on the potential transformer switches on all the Ontario Power Company feeders not equipped with same, and on the two sets of the main Ontario Power Company bus potential transformers. These were ordered from the Canadian Westinghouse Company and installed by the Construction department, the work being completed and in service on September 17, 1922.

In February, 1922, authorization was given for the installation of one 110,000-volt, 300-ampere, non-automatic, electrically-operated oil breaker to replace the existing bus-tie breaker which was of insufficient capacity; also for the changing of contacts from 200- to 400-ampere capacity and installing of new tank linings in the two 110,000-volt, outdoor resistance breakers in the Niagara-Dundas lines (N1x2) and also for changing the current-carrying parts from 200- to 400-ampere capacity and installing stronger insulators on the two sets of bus disconnecting-switches. Current-carrying parts for bus disconnect-

ing-switches were purchased from the Canadian Westinghouse Company and were installed with insulators from stock by the Operating department in February, 1922. The bus-tie, oil breaker—one that had been rebuilt—was installed and placed in service on September 17, 1922. New current-carrying parts for outdoor resistance breakers were delivered by the Canadian Westinghouse Company in September, while tank linings had been purchased by the Operating department in October, 1921. Installation of these will be completed early in 1923.

A start was made on May 31, 1922, with the purchase and installation of three Canadian General Electric Company, current-limiting reactors (type C.L.S., 25-cycle, 2,300-kv-a., 1,150-volts, 2,000-amperes) with three shunt resistors to replace the three "Metropolitan" reactors in set "A" location. When these last were damaged in August, 1921, two similar reactors were removed from set "C" location and installed in set "A" and the bus at set "C" connected with jumpers. In October it was decided to install the new reactors in set "C" location. The reactors were delivered during the latter part of October and installation will be completed early in 1923 by the Operating department.

Niagara Falls Municipal Station

Plans and specifications for the new combined substation and office building, as outlined in the last report, were prepared by Mr. C. M. Borter, of Niagara Falls, as the architect for the Niagara Falls Commission. The contract for the building was placed by that body with the Robertson Construction and Engineering Company of Niagara Falls, Ontario. Construction work was started in May and it is expected that the building will be completed in December, 1922.

Engineering assistance was given by the Commission in the preparation of plans for the oil and cooling-water systems in connection with the station. The cooling-water system included a cooling pond, for which plans were prepared, the work being carried out by the municipal Commission. Instructions were issued to the Construction department to purchase and install all oil and water piping. Assistance was also given to the local Commission in the purchase of a water pump, a transformer-oil storage tank, a chain block for dismantling transformers, and a transformer truck.

Detailed plans of the substation equipment have been completed. The contract covering the switchboard, the 2,300-volt, switching equipment, the 12,000-volt, lightning arresters and one 80-kv-a., 3-phase, induction regulator was placed with the Canadian General Electric Company.

The local Commission was given engineering assistance in connection with the purchase and testing of a new 1,500-kv-a., 13,200/2,300-volt, 3-phase, oil-insulated, water-cooled transformer bought from the Canadian Crocker-Wheeler Company for use in the new station.

The station load will be totalized on the 12,000-volt incoming lines and metered by graphic-recording wattmeter and recording, reactive, volt-ampere meter, and watthour meter, these being the property of the Commission.

In July the Construction department placed the conduit in the main floor of the substation and in September commenced the work of installing the station equipment. It is expected that sufficient equipment will be installed to give a partial service in December and that the installation will be completed early in 1923.

Stamford Township Municipal Station

The change outlined in last year's Report was carried out by the Construction department and completed and placed in service on January 28, 1922.

DUNDAS TRANSFORMER STATION

In January, 1921, it was decided to change the current transformers on the Hamilton feeders (Nos. 251, 252, 257 and 258) to provide increased capacity. This was done and the new current transformers placed in service on February 18, 1922, by the Operating department.

In August, 1922, authorization was given to replace the disconnecting-switches and choke-coils on feeders 257 and 258 by new ones of larger capacity. This will be completed early in 1923 by the Operating department.

In the month of August the preparation of plans for a 45-foot extension to the east end of the present building was commenced.

The structural steel was contracted for with the Hamilton Bridge Works in September.

Instructions were issued to the Construction department in September covering the complete building, and on October 31 approximately 25 per cent. of the work was done, while practically all the required material was on the site on that date.

This extension is to house two new 110,000-volt oil breakers, with necessary connecting material and metering equipment for two 110,000-volt lines. The installation will be completed early in 1923.

Dundas Rural Distributing Station

In order to supply power to the Dundas rural district, the Commission authorized the purchase and installation of the equipment necessary for a pole-type station to be fed from a 13,200-volt line from Dundas transformer station. The station will consist of a 300-kv-a., 3-phase, outdoor-type transformer with 13,200-volt choke-coils, disconnecting-switches and fuses, and one 2,300-volt feeder with fuses and graphic-recording wattmeter equipment.

Drawings are now being prepared. The installation will be done by the Construction department and is expected to be completed early in 1923.

Hagersville Distributing Station

The three 75-kv-a., single-phase, indoor transformers, recently removed from Hagersville distributing station and stored in the station yard, were shipped to the Canadian Westinghouse Company in September to be converted to outdoor-type transformers, and when changes are completed to be shipped to the Hamilton transformer station.

Lynden Distributing Station

In order to serve a rural load out of this station authorization was given in February, 1922, to purchase and install the necessary equipment for a rural feeder, including a demand meter for measuring the load. The work was done by the Construction department and the new feeder placed in service on July 31, 1922.

TORONTO TRANSFORMER STATION

The differential relay protection for the five banks of power transformers mentioned in last year's Report was completed and placed in service on January 14, 1922.

Three of the 5,000-kv-a. transformers purchased from the Canadian General Electric Company for use on the Niagara system were shipped to Toronto transformer station, where they have been stored in the yard for emergency use. The transformers were delivered to Toronto transformer station in July.

As the two 110,000-volt line, oil circuit-breakers which were installed in Toronto in 1910 did not have sufficient interrupting capacity for the present system it was decided in September to replace both breakers. Accordingly an order was

placed with the Canadian Westinghouse Company for two type-"G.A.4," indoor, oil circuit-breakers including bushing-type current-transformers.

While the new breakers are being installed reverse-power relays will be provided for the 110,000-volt lines.

The work will be carried out early in 1923.

As a temporary measure to increase the transformer capacity it was decided in October to move the three 5,000-kv-a. transformers, which were in storage in the yard, to a convenient location north of the station, and to connect up to the 110,000-volt bus and to the 13,200-volt buses in the station. This will be accomplished by extending the 110,000-volt bus through the north wall to a type-"G.A.4," Westinghouse, outdoor breaker. The 13,200-volt connections will be made with armoured cable through two oil circuit-breakers belonging to the Toronto Hydro-Electric system. Differential relay protection will be provided using high-voltage current-transformers manufactured by the Production and Service department and low-voltage current-transformers purchased from the Ferranti Meter and Transformer Manufacturing Company, Toronto. A wood-pole structure will be erected over the transformers to carry the high- and low-voltage connections.

This installation of the transformers will be completed early in 1923.

All the work referred to at the Toronto transformer station has been or will be done by the Construction department.

LONDON TRANSFORMER STATION

In February a 46-ton transformer truck was purchased to accommodate the 5,000-kv-a. transformers being installed. A set of lifting beams for the transformers was purchased in January.

During the year several minor alterations were made to the building, including the addition of a small room for storing synchronous condenser, spare armature coils and the installation of a shower bath with water heater.

The four 5,000-kv-a. transformers referred to in last year's Report were completely assembled and on April 9, three of these were placed in service in No. 2 compartment. The three 2,500-kv-a. transformers were then removed from No. 3 compartment and shipped to Guelph transformer station on May 1. The two 1,250-kv-a. transformers were stored in the yard at the London transformer station for a short time, and were shipped to Preston transformer station in October.

The changes in the switching equipment referred to in last year's Report and the changes in the building will be completed in January. This work is being done by the Construction department, which also did all the work of moving the transformers.

To release the three 2,500-kv-a. transformers now in No. 1 compartment for one of the other transformer stations on the Niagara system it has been decided to install in the London station three more of the 5,000-kv-a. transformers purchased from the Canadian General Electric Company for use on the Niagara system.

These transformers will be ready for service early in 1923.

To provide storage space for construction material and for line and station maintenance supplies a storehouse of corrugated iron on wood frame approximately thirty feet by sixty feet, has been erected to the north-west of the London transformer station. This building was erected by the Construction department.

To provide a means of bringing the 10,000-kv-a. synchronous condenser to rest quickly in case of fire in the machine a mechanical brake has been ordered from the Dominion Bridge Company, Montreal. At the same time doors, to be

tripped by the differential relays, are being placed in the air ducts and the condenser itself will be totally enclosed. This work will be carried out by the Construction department.

Delaware Distributing Station

In August, 1922, authorization was given to change the three-phase, 4,000-volt Delaware feeder in this station, which serves the Delaware load, into three single-phase feeders, one to serve Delaware and two to serve Melbourne and Komoka. The recording wattmeter will be removed from the Delaware panel and replaced by two maximum-demand meters, one of which will be connected to measure the Delaware load and the other the Melbourne and Komoka loads. This installation will be completed early in 1923 by the Construction department.

Exeter Distributing Station

In order to supply power to the Exeter rural district the Commission authorized the purchase and installation of the equipment necessary to bring out a 4,000-volt rural feeder from the Exeter distributing station. This feeder is to be tapped off the Dashwood-Zurich feeder inside the station, and will be metered by a demand meter.

Drawings are now being prepared and the work is expected to be completed early in 1923.

London Municipal Station

The new municipal station mentioned in last year's Report went into service in March, 1922, the work being done by the local Commission.

GUELPH TRANSFORMER STATION

The work of installing the bank of three 2,500-kv-a., oil-insulated, water-cooled, single-phase, 25-cycle, 63,500-110,000 Y/13,200-volt transformers, including differential-relay protection for the same, which was referred to in last year's Report, was carried out this year and placed in operation on May 29, 1922. Designs have been prepared covering the changes required to install new 13,200-volt, oil circuit-breakers in the switch compartments now used for the General Electric K-12 oil switches, have been in service since the station was built and whose rupturing capacity is no longer adequate. An order was placed with the Ferranti Meter and Transformer Manufacturing Company, Limited, for six 600-ampere and one 900-ampere, 13,200-volt, triple-pole, single-throw, oil circuit-breakers with mechanically-operated, remote-control mechanism, the complete equipment being manufactured by Ferguson, Pailin, Limited, Manchester, England. Designs have also been prepared covering protective screens in the lightning-arrester gallery, improvements in the oil piping systems to connect the 110,000 volt, oil circuit-breakers and the installation of a shower bath.

Minor alterations to the building were necessary to accommodate the transformers referred to above and were duly carried out.

PRESTON TRANSFORMER STATION

Three 110,000-volt line entrances were installed.

Instructions for alterations to piping to accommodate transformers of larger capacity were issued in October.

As mentioned in last year's Report, it was decided to increase the capacity of the 13,200-volt oil circuit-breakers purchased for use in the feeders when changing this station from 6,600 volts to 13,200 volts. It was also decided to change the original 6,600-volt, No. 1 transformer bank and its bus and feeders to 13,200 volts with a new bus and switch structure for this section. Balanced

relay protection was also installed on the two Galt feeders and improved relays were installed on the low-voltage transformer breakers.

This installation was done by the Construction department and placed in service on May 28, 1922, and completed in June.

In June, 1922, it was decided to replace No. 1 bank of 750-kv-a. transformers with a bank of 1,250-kv-a. transformers, together with the equipment necessary for differential relay protection for this bank. Two transformers were obtained from London transformer station and one from Guelph transformer station. A spare will later be secured from York transformer station. The new bank of transformers was placed in service on October 21, 1922, temporarily without differential relay protection and the remainder of the work, which is being done by the Construction department, will be completed early in 1923.

Forbes Mills Substation

In last year's Report it was stated that arrangements had been made to reduce the supply voltage from 6,600 volts to 2,200 volts and reconnect the three 75-kv-a. transformers for the lower voltage. These changes were carried out with the modification that the voltage was reduced to 4,000 volts, not to 2,200 volts, as originally proposed.

Galt Municipal Station

The new substation built by the local Commission was completed and placed in service in July, 1922.

Grand River Valley Railway Substation at Preston

The graphic demand-meter mentioned in last year's Report was placed in temporary service on November 18, 1921, and completed December 1, 1921.

Hespeler Municipal Station

Changes in supply voltage from 6,600 volts to 13,200 volts and rearranging station layout as mentioned in last year's Report were carried out and the station placed in temporary service on May 28, 1922, and the work completed on June 22, 1922. The secondary voltage was also changed from 2,300 volts to 4,000 volts, the work being done by the Construction department. In September the local Commission removed the three 75-kv-a. transformers, replacing them with three 170-kv-a., Canadian General Electric Company transformers obtained from Preston municipal station.

Preston Municipal Station

Changes in station layout and equipment, as mentioned in last year's Report, were carried out by local labour under the supervision of an engineer from the Canadian Westinghouse Company, completed and placed in service on May 28, 1922. The secondary voltage was also changed from 2,300 volts to 4,000 volts.

KITCHENER TRANSFORMER STATION

Designs have been prepared covering the changes required to install new 13,200-volt, oil circuit-breakers in the switch compartments now used for the G.E.K.-12, oil switches which have been in service since the station was built, and whose rupturing capacity is no longer sufficient. An order was placed with Ferranti Meter and Transformer Manufacturing Company, Limited, for ten 600-ampere and two 900-ampere, 13,200-volt, triple-pole, single-throw, oil circuit-breakers with mechanically-operated remote-control mechanism, the complete equipment being manufactured by Ferguson, Pailin, Limited, Manchester, England. Designs are also in hand covering the installation of a 13,200-volt emergency bus with connection to each feeder, changes in the feeder relays, installation of a shower bath and a concrete settling basin.

Kitchener Municipal Station No. 2

The installation of the switching equipment mentioned in last year's Report was completed on December 13, 1921, by the Construction department and placed in service on April 9, 1922.

St. Jacobs Distributing Station

Estimates have been made up for changing the present distributing voltage from 550 volts to 4,000 volts by changing the transformer connections, also the installation of a new 4,000-volt feeder to Conestogo with a maximum-demand meter for this feeder at St. Jacobs distributing station. The St. Jacobs feeder is now metered at 4,000 volts instead of 550 volts, while the three 10-kv-a., pole-type transformers on the St. Jacobs feeder are being reconnected to step down from 4,000 to 550 volts instead of up to 4,000 volts as before. This work should be completed early in December, 1922, the work being carried out by the Construction department.

South Waterloo Township Distributing Station

Owing to the increasing load in this district, authorization was given in October, 1922, to install a 300-kv-a., 3 phase transformer at this station to replace the present bank of three 20-kv-a., single-phase transformers. This work will be done early in 1923.

STRATFORD TRANSFORMER STATION

During September and October plans were prepared covering alterations to the oil and air piping of No. 1 transformer bank in the station to accommodate 1,250-kv-a. transformers.

In December, 1921, authorization was given to install a bank of 1,250-kv-a. transformers in No. 1 pockets of this station, together with the equipment necessary for the differential protection for this bank and the necessary high- and low-tension switching equipment. One transformer was obtained from Kent transformer station, where it had been stored on a reserve equipment work order. A second transformer was obtained from Stratford transformer station, where it had been stored on a reserve equipment work order. The spare transformer for No. 2 bank was taken and used as the third transformer for this bank,

A rebuilt, oval-tank, type-"GA," oil-switch stored at Dundas transformer station was obtained and installed as a high-tension transformer breaker. The low-tension transformer breaker is a type-"K24."

This installation will be completed early in 1923, the Construction department doing the work.

On August 10, 1922, authorization was given to install a spare 1,250-kv-a. transformer in this station. This transformer was obtained from Kent transformer station where it was held on a reserve equipment work order. This transformer was installed in October, 1922.

Drayton Metering Station

The recording, reactive, volt-ampere meter mentioned in last year's Report was placed in temporary service on December 5, 1921, and its installation finally completed on December 31, 1921.

Milverton Distributing Station

Owing to the increasing load it was necessary to increase the transformer capacity at this station. Authorization was given in September, 1922, to replace the three 75-kv-a. transformers by three 150-kv-a. units obtained from Petrolia, where they were stored on a reserve equipment work order. This installation was done by the Construction department and was completed and the transformers placed in service on October 29, 1922.

The three 75-kv-a. transformers were shipped to Petrolia waterworks distributing station.

Stratford Municipal Station

The 750-kv-a., 3-phase transformer and 100-kv-a., 3-phase voltage regulator mentioned in last year's Report were installed by the Construction department, the work being completed on January 28, 1922.

The transformer above mentioned broke down in service during the year, as a result of which the Engineering department made an inspection and report for the Stratford Public Utilities Commission, establishing the responsibility for repairs as lying with the manufacturers, who duly repaired and replaced it in service.

ST. MARYS TRANSFORMER STATION

Estimates were prepared covering the cost of a scheme to augment the cooling-water supply to accommodate additional transformer capacity anticipated.

In August, 1922, authorization was given to install transformers of greater capacity in this station and plans are being prepared to cover this work, which will be completed early in 1923.

St. Marys Cement Company Distributing Station

Engineering information was supplied in connection with the replacement of a 500-kv-a., single-phase transformer that had broken down in service at that station.

WOODSTOCK TRANSFORMER STATION

In order to cope with the growing load, arrangements are being made to increase the transformer capacity of the above station by replacing the 1,250-kv-a. transformers with 2,500-kv-a. units. This work will be completed early in 1923.

The installation of two larger capacity current-transformers for metering on the rural feeder out of this station was found necessary due to increasing load. Arrangements have been made for this change, which will be done by the Operating department, early in November.

ST. THOMAS TRANSFORMER STATION

Owing to increasing load the present bank of 750-kv-a. transformers is to be replaced by a bank of 1,250-kv-a. transformers with differential-relay protection. This work will be completed early in the coming year.

Port Stanley Distributing Station

The three 75-kv-a. transformers stored outside Port Stanley distributing station were shipped to London transformer station in January, 1922, for station service.

BRANT TRANSFORMER STATION

During the spring the installation of a deep well pump to pump water from the well inside the station was completed. A pump house also was erected.

The deep well pump referred to above was transferred from Preston transformer station.

Brantford Municipal Station

In March, 1922, on the recommendation of the Commission, the Brantford Hydro-Electric Commission authorized the installation on the two incoming lines entering their station of improved relay protection consisting of six reverse-power relays (three per line) and three inverse, definite-time, overload relays (three point) for the two lines; and also the moving of the switchboard panel with 26,400-volt, totalizing meters from the high-tension room to the new control

room. The installation was done by the Operating department, being completed in October.

Lake Erie and Northern Railway Substation at Simcoe

It was decided to install a graphic wattmeter in the Lake Erie and Northern Railway substation at Simcoe to replace the existing wattmeter. This installation was made by the Operating department and the new meter placed in service on February 3, 1922.

Simcoe Municipal Station—Port Dover Feeder

The metering panel and 4,000-volt feeder for Port Dover mentioned in last year's Report was installed by the Construction department and completed and in service by December 22, 1921.

COOKSVILLE TRANSFORMER STATION

No changes were made in this station during the year.

Port Credit Distributing Station

The change in the low-tension voltage from 2,300 volts to 4,000 volts was deferred for a year. It is expected that this change will be effected early in 1923.

Mimico Distributing Station

On account of transformer trouble this station has not been in use for some time. Etobicoke township and Mimico being fed from the Etobicoke distributing station. Arrangements therefore were made to move to York transformer station the three 150-kv-a. transformers, together with switching and metering equipment for two 4,000-volt feeders, to supply Etobicoke township from York transformer station.

The switching equipment which will not be required in York transformer station will be transferred to the stores.

KENT TRANSFORMER STATION

Instructions were issued to the Construction department in July to purchase and install a shower bath in the station. This work was carried out during the summer.

The relay protection on the incoming and outgoing 110,000-volt lines, mentioned in the 1921 Report, was completed and placed in service on November 2, 1921, the Operating department doing the work.

The increased transformer capacity mentioned in the 1921 Report was completed and the bank of 2,500-kv-a. transformers (No. 2) was placed in service on December 11, 1921. The installation of the 26,400-volt emergency bus and the improved relay protection on the 26,400-volt feeders was completed and placed in service on September 15, 1922, the Construction department doing the installation.

In August, 1922, authorization was given to further increase the transformer capacity of this station. It was decided to replace No. 1 bank of 1,250-kv-a. transformers with a bank of 2,500-kv-a. units together with the current-transformers required for the differential-relay protection for this bank. These transformers are to be obtained from Essex transformer station as soon as they are released, which will be early in 1923.

Dominion Sugar Company—Wallaceburg

The metering equipment mentioned in last year's Report was duly installed by the Operating department on March 1, 1922.

Fletcher Distributing Station

In order to serve the villages of Merlin and Fletcher, authorization was given in October, 1922, to purchase and install the necessary equipment for a pole-type station at Fletcher with one 150-kv-a., 3-phase transformer installed. This station will be fed from Kent transformer station and will be completed in December.

Forest Distributing Station—Thedford Feeder

The power feeder to supply the village of Thedford mentioned in last year's Report was installed and placed in service on April 9, 1922, this work being done by the Construction department.

Oil Springs Distributing Station

The 150-kv-a., 3-phase, rural-class transformer mentioned in last year's Report was installed and placed in service on April 12, 1922, the work being carried out by the Construction department. The "RA" wattmeter was replaced by a graphic wattmeter and three ammeters were added. A number of minor repairs to the meter house were made, this latter work being done by the Operating department and completed on April 6, 1922.

Petrolia Distributing Station

The 150-kv-a. transformers taken out of Petrolia and stored outside as reserve equipment were removed to Milverton distributing station in October, 1922.

Petrolia Waterworks Distributing Station

In order to supply power to the Petrolia Waterworks, the Commission, on June 1, 1922, authorized the purchase and installation of the equipment for a pole-type station with a bank of three 75-kv-a. transformers to be transferred from Milverton distributing station. This station will be fed at 26,400 volts from Kent transformer station. This installation will be completed early in November, 1922.

Watford Distributing Station

The installation of the 4,000-volt feeder for the village of Alvinston and the replacement of the 50-kv-a. transformer at Watford by one of 150-kv-a., as mentioned in last year's Report, were carried out by the Construction department and placed in service on March 22, 1922.

ESSEX TRANSFORMER STATION

During November, 1921, instructions were issued to the Construction department to make alterations to the oil and water piping to accommodate a new bank (No. 2) of 5,000-kv-a. transformers, the work being subsequently carried out.

Plans were prepared to increase the pumping capacity and to alter the piping to accommodate No. 1 bank of 5,000-kv-a. transformers. In connection with this work a pump was purchased from the Chippawa development.

Minor alterations were made to the building during the year, including the installation of a shower bath.

The installation of No. 2 bank of three 5,000-kv-a. transformers with one spare unit and 110,000-volt switching equipment was completed and placed in service on December 12, 1921, with the 26,400-volt leads connected through disconnecting switches to the switching equipment for bank No. 2.

The other changes mentioned in last year's Report were postponed to permit of more urgent work being done as conditions at Essex were satisfactory for the summer after the bank of 5,000 kv-a. transformers was placed in service.

All the switching equipment for same is now at the station, and the installation will be started about November 15 and completed early in 1923.

In August, 1922, the installation of a bank of 5,000-kv-a., 63,500/26,400-13,200-volt, oil-insulated, water-cooled transformers with suitable air-insulated current-transformers, to replace No. 1 bank of 2,500-kv-a. transformers, was authorized. These transformers are to be delivered about November 15, and will be installed by the Construction department under supervision of the manufacturing company's engineer.

In October, the building of a septic tank for sewage disposal was authorized to replace the existing cesspool, which has proven inadequate.

Belle River Distributing Station

In order to supply power to the village of Belle River and also to the Belle River rural district, the Commission on May 9, 1922, authorized the purchase and installation of the equipment for a pole-type station to be fed from a new 26,400-volt line from Essex transformer station. The station will consist of a 150-kv-a., 3-phase, rural-class transformer with 26,400-volt choke-coils, disconnecting-switches and fuses, and two 4,000-volt feeders with fuses and demand meters. The work is being carried out by the Commission's Construction department and will be completed in December.

Canard River Distributing Station

In March, 1922, authorization was given to purchase and install disconnecting switches and fuses on the pole structure at this station on the high-tension side of the transformer between the transformer and the tap on to the main 26,400-volt line. This work has been deferred owing to the possibility of dismantling this station and serving the load from Amherstberg distributing station.

Cottam Distributing Station

In March, 1922, authorization was given to purchase and install air-break switches and fuses on the pole structure at this station on the high-tension side of the transformer between the transformer and the tap on to the main 26,400-volt line. This work was done by the Operating department and was completed and placed in service in September, 1922.

Harrow Distributing Station

In order to give better service from this station authorization was given in May, 1922, to install air-break switches and fuses on the pole structure on the high-tension side of the transformer between the transformer and the tap on the main 26,400-volt line. This work was done by the Operating department and was put in service on October 1, 1922.

Petrimoux Distributing Station

In June the building of a sub-station at Petrimoux Corners for supplying additional power to the Amherstburg section of the Essex division of the Hydro-Electric Power Commission railways was authorized. The building is 27 feet 6 inches by 22 feet 10 inches, with roof pitched the narrow way to a centre ridge, 15 feet high at the walls and 19 feet high at the ridge. The foundations and floor are of concrete, the sides are galvanized iron on angle-iron frame, and the roof is of 2-inch planking and ready roofing, supported by steel, channel-iron trusses. A small section at one side is enclosed with wood and glass partitions and wood ceiling to be used as an office.

The electrical equipment includes the 26,400-volt switching equipment for one incoming line, one 550-kv-a. 26,400/440-volt, oil-filled transformer, one 500-

kw., 750/600-volt rotary converter with a-c. and d-c. switching equipment, and switching equipment for two 600-volt d-c. outgoing feeders.

The 26,400-volt line equipment with the exception of the current transformers, and the two 600-volt, d-c. outgoing feeder equipments, were obtained from the Whirlpool distributing station. The 550-kv-a. transformer was purchased from the Canadian General Electric Company. The 550-kw., rotary-converter with a-c. and d-c. switching equipment was obtained from the Montrose distributing station. Power is measured at 440 volts, a graphic wattmeter and watthour meter with necessary current and potential transformers being installed.

The building was erected and the electrical equipment installed by the Construction department according to plans issued in June, and work was completed on October 31, 1922.

Sarnia Municipal Station

At the request of Sarnia Hydro-Electric system, a 100-kv-a., 4,000-volt, three-phase, feeder regulator was purchased from the Canadian Westinghouse Company in April, 1922, for installation in its station. Drawings are now ready and installation will be made by the Construction department about December 1, 1922, as delivery of the regulator is promised for the latter part of November.

Salt Block Substation of the Hydro-Electric Power Commission Railways

In August, 1922, the installation of three 600-volt, d.c., outgoing-feeder equipments in the Salt Block substation of the Hydro-Electric Power Commission railways was authorized to replace three lower-capacity equipments owned by the Windsor Hydro-Electric system. These equipments, consisting of switchboard panels, carbon circuit-breakers, ammeters, and knife switches, were obtained from the Whirlpool distributing station and installed by the Windsor Hydro-Electric system, being placed in service on October 15, 1922.

Walkerville Municipal Station

Engineering assistance was given to the Walkerville Hydro-Electric system in connection with the inspection and tests of one 1,000-kv-a., 3-phase, transformer which it had purchased. These tests were completed on July 18, 1922.

Windsor Municipal Station

Engineering assistance was given the Windsor Hydro-Electric system in building an extension to the municipal station, 36 feet wide, 85 feet long and extending 46 feet above grade, as mentioned in the Annual Report of 1921.

In February the building plans and specifications having been completed, were forwarded to the local Commission, who called for tenders for construction.

Tenders were received in March and the contract awarded to Muxlow and Gale, contractors, in April, they undertaking to complete the building in 95 working days. Steady progress was made and the building was practically completed in the time provided by the contract.

In January, 1922, tenders were called for on the electrical equipment for the extension. Contracts for this equipment were awarded in April as follows:—

The Canadian Westinghouse Company was given the contract for the supply and installation of both 26,400-volt and 4,000-volt switching equipment, including 26,400-volt, type-"G.A.3" and 4,000-volt, type-"B-13" oil-breakers, four 100-kv-a. feeder regulators, and the switchboard. The Canadian General Electric Company was given the contract for the 26,400-volt, oxide-film arrester and the 5-kw., battery-charging, motor-generator set. The Moloney Electric Company undertook the contract for two 3,000-kv.-a., 26,400-13,200/2,300-

4,000-volt, three-phase, 25-cycle transformers and three 50-kw., 2,200/220-110-volt, service transformers. The Exide Batteries of Canada, Limited, secured an order for the 60-cell, type-"E7" battery for operating the oil-breakers. The Standard Underground Cable Company undertook the supply of the three-conductor, 250,000 c.m., paper-insulated, lead-covered, 4,000-volt cable and outdoor potheads for the 4,000-volt outgoing feeders.

On account of the destruction of the Moloney Electric Company's factory by fire early in September, it became necessary to cancel the contract for the transformers, and new tenders were called for on these in October. The three 50-kv-a., service transformers were ordered direct by the Windsor Hydro-Electric system from the Canadian Crocker-Wheeler Company. Tenders on the two 3,000-kv-a. transformers are expected early in November, 1922.

As the two new 3,000-kv-a. transformers would not be available for some time the Windsor Hydro-Electric Commission rented two 1,500-kv-a., Canadian Crocker-Wheeler Company transformers from the Commission's Niaraga system reserve equipment for use until such time as its own are available.

The Canadian Westinghouse Company are installing the 26,400-volt and the 4,000-volt switching equipment connecting up to the 3,000-kv-a. transformers and making all connections to the outgoing potheads on the 4,000-volt feeders. The layout for the 4,000-volt outgoing feeders (underground) both inside and outside the station was designed by the Engineering department and will be installed by the local Commission.

The lighting, heating, and the transformer, water and oil-piping layouts have been made up by the Engineering department and are being installed by the Construction department. The installation work is progressing favourably and it is expected to get this extension in service about January 1, 1923.

Storehouse

In June, instructions were received to give engineering assistance to the Windsor Hydro-Electric system in the preparation of plans for the erection of a storehouse approximately 80 feet by 42 feet with two storeys and a basement. The plans were issued in August but owing to estimated cost being higher than anticipated it was decided to reduce the length of the building by 20 feet and the plans were revised accordingly. In October the contract was let to Muxlow and Gale for a building 60 feet long. Construction was commenced by the contractor in October. The formal contract was forwarded to the Windsor Hydro-Electric system for signature on October 30, 1922.

Instructions were received in October to purchase on behalf of the Local Commission a two-ton freight elevator for the above storehouse. The lighting and heating layout was made by the Commission's engineer and is so arranged as to be controlled by electrically operated breakers from the municipal station adjacent. Heating units of Hydro-Electric Power Commission make will be used.

Tenders for the installation will be called for and the contract let locally.

YORK TRANSFORMER STATION

As additional transformer capacity was required, it was decided in July to install four of the 5,000-kv-a. transformers purchased from the Canadian General Electric Company for use on the Niagara system. These transformers have been placed on concrete foundations located outdoors to the north of the present station and necessary alterations in building and piping have been made. A 13,200-volt, oil circuit-breaker purchased from the Canadian Westinghouse Company will be installed for the new transformer bank and at the same time the 13,200-volt bus will be changed and larger cable installed. These new transformers will be placed in service during November.

The four 1,250-kv-a. transformers removed from this station will be shipped to Preston transformer station.

To control the two 13,200-volt lines being erected to feed Weston and Woodbridge, two oil circuit-breakers have been purchased from the Canadian Westinghouse Company. It is proposed to have these breakers and the other equipment for the feeders installed as soon as the 1,250-kv-a. transformers are removed from the station.

The three 150-kv-a. transformers, together with switching equipment for two 4,000-volt feeders from Mimico distributing station, are to be moved to York transformer station and installed to supply power to Etobicoke township. The transformers which have recently been repaired by the Operating department have already been placed in the station.

All this work in the York transformer station is being done by the Construction department.

Etobicoke Distributing Station

In June, 1922, authorization was given to change the metering equipment on the Brown's Copper and Brass Rolling Mills feeder in this station as the existing graphic wattmeter and reactive, kilovolt-ampere meter were not suitable for this fluctuating load. They were replaced by a Lincoln graphic wattmeter and a Lincoln reactive, kilovolt-ampere meter. This installation was done by the Operating department and the meters placed in service on July 20, 1922.

In February, 1922, authorization was given to make the necessary changes in the metering connections in this station so that the Goodyear load may be metered separately from that of New Toronto.

This work was done by the Operating department and was completed and placed in service on May 16, 1922.

Weston Municipal Station

At the request of the Weston Water, Light and Power Commission, engineering assistance was given covering the purchase of three 300-kv-a., single-phase transformers to replace the three 100-kv-a. transformers previously in service. The installation work was done by the Construction department and was completed and the transformers placed in service on July 28, 1922.

HAMILTON TRANSFORMER STATION

In January a galvanized-iron storehouse was constructed on the grounds. The plans for the high- and low-tension, switching towers and the switching and control building were started in May, 1922, and completed in August.

The contract for the high- and low-tension switching steel structures was let in June to the Canadian Bridge Company. This steelwork has been received and erected by the Construction department.

In July the Construction department started the necessary excavation for the building and footings and have now constructed the concrete footings for the switching structures, transformers and breakers, also the transfer track for transformers.

In August the contract for the steel framework for the switching and control building was let to the Canadian Bridge Company. This has now been received and partially erected by the Construction department. In September the contract for the concrete and masonry of the switching and control building was let to the Piggott-Healy Construction Company, who have now completed the concrete basement walls.

The necessary water supply for the station was obtained from the city of Hamilton water main on the Beach road. A 6-inch water main was laid from this point into the station by the Construction department.

The following station equipment has been ordered and delivered:—One 50-ton transformer transfer truck from the Herbert Morris Crane and Hoist Company, one 1,000 gallon switch-oil tank and one 4,200-gallon, transformer-oil tank, both from the Toronto Iron Works, one 30-gallon-per-minute oil pump and motor from Darling Brothers, Limited, and steel window sash from Canadian Metal Window and Steel Products.

The following station mechanical equipment has been ordered:—One air compressor having a capacity of 23 cubic feet of free air per minute from the Storey Pump and Equipment Company, two 3,000-gallon-per-minute water pumps from the Northern Foundry and Machine Company, and an oil drying and purifying outfit from William R. Perrin, Limited.

Plans are now under way for water, oil and air piping for transformers and breakers.

Work on the foundations and steel work as outlined in last year's Report, was started during the latter part of June, 1922, and the installation of the electrical equipment begun about September 1. On October 1, the station was tested out for service with one 110,000-volt breaker (non-automatic), one bank of 5,000-kv-a. transformers, two temporary outgoing 13,200-volt feeder equipments, including "GA-3" oil breakers (indoor type, each housed in a small temporary wooden building), and 13,200-volt metering equipment consisting of graphic wattmeter and reactive, volt-ampere meter, current and potential transformers, housed in a small wooden building. The station was placed in service on October 8, 1922. The permanent equipment will be completed and placed in service early in 1923.

Saltfleet Distributing Station

The 400-kv-a., 3-phase, pole-type station mentioned in last year's Report was placed in temporary service on February 14, 1922, and completed by the Construction department on April 7, 1922.

TORONTO POWER COMPANY

A considerable amount of plant inspection and inventory checking of plant equipment has been done in connection with taking over the "plant and works" of the Toronto Power Company under the purchase agreement.

SEVERN SYSTEM

BIG CHUTE GENERATING STATION

The installation of the air compressor, as outlined in last year's Report, was completed and placed in service on April 29, 1922.

Suggested Port Severn Development

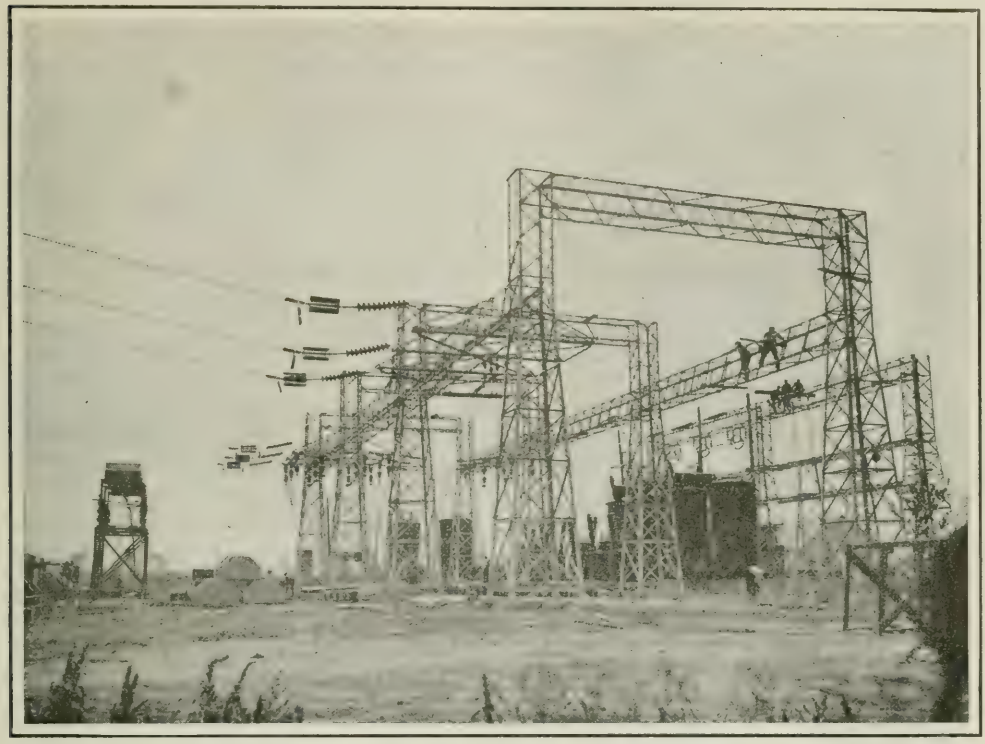
It was decided in October, 1922, to carry on preliminary engineering in connection with the investigation and design of a development at Port Severn on the Severn River to augment the power supply on the Severn system.

Alliston Distributing Station

Instructions were received in May, 1921, to replace the graphic-recording demand-meter on the Alliston feeder in the Alliston distributing station with a graphic wattmeter for more accurate power measurement. This change of meters was made by the Operating department and the new meter placed in service on February 23, 1922.

Collingwood Electric Castings Distributing Station

Instructions were received in April, 1922, covering the purchase of three 300-kv-a., single-phase, 60-cycle transformers and their installation in the original



HAMILTON—NIAGARA SYSTEM
Transformer station from north-east, October 5, 1922

SALTFLEET—NIAGARA SYSTEM
Distributing station, February 14, 1922

Collingwood No. 2 distributing station to serve the Collingwood Electric Castings Company at 2,200 volts. These transformers were purchased from the Moloney Electric Company, on April 8, 1922.

Instructions were issued to the Construction department in April, 1922, and the transformers were installed and placed in service by May 7, 1922.

An inspection was made of one of these transformers which failed in service on July 17. This unit was repaired by the manufacturers and returned to service on September 2.

All switching equipment is owned by the Collingwood Commission.

Midland (G.T.R. Tiffin) Distributing Station

Instructions were received in May, 1922, covering the construction of a 22,000-volt brick distributing station at the Midland G.T.R. Tiffin elevator on a site owned by the Grand Trunk Railway and adjacent to its present steam power house. Plans and specifications covering a brick and concrete building 25 ft. 8 in. by 29 ft. 2 in. and its equipment were prepared and were forwarded to the Construction department, who carried out the work. Work was started on August 1, 1922, and the station placed in service on September 16, 1922.

This station is fed by two incoming 22,000-volt lines tapped from the main trunk lines to Penetang. Each line equipment is complete with electrolytic arrester, disconnecting switches, choke-coils, "GA-3" breaker and two K.9 current-transformers. All equipment with the exception of the current-transformers was obtained from storage at the dismantled Durham Cement Company distributing station. A bank of three 400-kv-a., single-phase, 60-cycle, 22,000-2,300/575-volt, oil-insulated, self-cooled transformers has been installed, these also having been obtained from the Durham Cement Company distributing station. The low-tension equipment is owned by the Grand Trunk Railway, the Commission's equipment with the exception of metering transformers and meters being confined to the new station. All low-tension equipment is installed in the Grand Trunk Railway power house. The metering equipment which is owned by the Commission is installed on a panel in the G.T.R. power house and comprises a graphic wattmeter, graphic-recording, reactive, volt-ampere meter and a switchboard, watthour meter. This panel, which is of blue Vermont marble, is installed at the left of, and lines up with, the G.T.R. switchboard.

No G.T.R. equipment is installed in the Commission's distributing station.

Port McNicoll Distributing Station

Increased transformer capacity being required at the Port McNicoll distributing station, instructions were received in November, 1921, to purchase and install a third 15-kv-a. transformer. A service transformer of this rating was purchased in December, 1921, and instructions issued to the Operating department for its installation.

This work was completed and the bank with three transformers placed in service on December 30, 1921.

EUGENIA SYSTEM

Chesley Distributing Station

Instructions were received in May, 1921, to replace the graphic-recording demand-meter on the Chesley feeder in Chesley distributing station with a graphic wattmeter for more accurate power measurement. This change of meters was made by the Operating department and the new meter placed in service on February 14, 1922.

Dundalk Distributing Station

Instructions were received in May, 1921, to replace the graphic-recording demand-meter on the Dundalk feeder in Dundalk distributing station with a graphic wattmeter for more accurate power measurement. This change of meters was made by the Operating department and the new meter placed in service on February 20, 1922.

Durham Distributing Station

The requirements for power at the John E. Russell Company's plant necessitated the removal of the three 100-kv-a. transformers from Durham distributing station to that point and their replacement with the original bank of three 50-kv-a. transformers. Instructions covering this change were issued to the Construction department on April 19, 1922.

This interchange of transformers was carried out on April 30, 1922, and the new bank placed in service on that date.

Instructions were received in December, 1921, to replace the graphic-demand meter on the Durham feeder with a graphic wattmeter and to install a graphic-recording, reactive, volt-ampere meter on this feeder to operate in conjunction with the graphic wattmeter. This work was carried out by the Operating department and the new metering installation placed in service on March 30, 1922.

Durham Russell Distributing Station

Instructions were received in March, 1922, covering the construction of a 22,000-volt, pole-type station on a site provided by the John E. Russell Company at Durham to supply power to that Company.

Plans were prepared in April, 1922, and forwarded to the Construction department with instructions to carry out this work. Work was started in April and the station completed and placed in service on May 7, 1922.

This station is connected to both high-tension trunk lines running past this property to Mount Forest. Two air-break switches are mounted on this structure and the lines are bussed together on the structure dropping down through choke-coils and fuses to the transformer bank. The three 100-kv-a., outdoor transformers originally installed in Durham distributing station were moved to this station and placed in service. All low-tension equipment is owned by the John E. Russell Company with the exception of metering potential-transformers, graphic wattmeter and recording, reactive, volt-ampere meter, which are the property of the Commission. This equipment is mounted on the customer's panel.

Grand Valley Distributing Station

Instructions were received in May, 1921, authorizing the replacement of the graphic demand-meter on the Arthur feeder in the Grand Valley distributing station with a graphic wattmeter, and also the installation of a graphic-recording, reactive, volt-ampere meter to operate in conjunction with the wattmeter. Prior to the carrying out of this change, superseding instructions were issued in April, 1922, requesting that this work be not proceeded with and authorizing the installation of a metering station at the outskirts of Arthur. This metering station was proceeded with and in May, 1922, the meters in Grand Valley station on this feeder were dismantled and shipped to Durham for service in the Durham Russell distributing station. Work in Grand Valley distributing station was completed on May 23, 1922.

Hanover Distributing Station

The switching station immediately to the rear of the Hanover distributing

station, as outlined in last year's Report, was completed and placed in service on February 11, 1922. The 300-kv-a., 4,000-volt synchronous condenser purchased by the municipality in September, 1921, as mentioned in last year's Report, was also installed by the Construction department and placed in service on February 11, 1922. More adequate telephone equipment was installed during March, 1922.

Kincardine Distributing Station

Work is proceeding on the installation of larger capacity fuses in the incoming 22,000-volt line and smaller ratio current-transformers in the Kincardine feeder at Kincardine distributing station for increased efficiency in the operation of this station. This work should be completed in December, 1922.

Mount Forest Distributing Station

Instructions were received in May, 1921, to replace the graphic-recording demand-meter on the Mount Forest feeder in Mount Forest distributing station with a graphic wattmeter for more accurate power measurement. This change of meters was made by the Operating Department and the new meter placed in service on January 13, 1922.

Orangeville Distributing Station

Instructions were received in May, 1921, to replace the graphic-recording demand-meter on the Orangeville feeder in Orangeville distributing station with a graphic wattmeter for more accurate power measurement. This change of meters was made by the Operating department and the new meter placed in service on January 22, 1922.

Owen Sound Distributing Station

The installation of a wattmeter in Owen Sound station as mentioned in last year's Report to replace the graphic demand-meter was carried out by the Operating department on January 4, 1922, and the new meter was placed in service on that date.

WASDELLS SYSTEM

Greenbank Distributing Station

Instructions were received in May, 1922, covering the erection of a 22,000-volt, 150-kv-a. rural-class station on a site purchased by the Commission at Greenbank to serve the municipalities of Uxbridge and Port Perry, at 4,000 volts. The contract for the transformer was placed with the Canadian General Electric Company in June, and the transformer delivered to Greenbank during September, 1922.

The station is located at the end of the 22,000-volt line from the Wasdells Falls generating station and the high-tension equipment includes choke-coils, fuses and disconnecting switches. The transformer rating is 150-kv-a., three phase, 60-cycle, 22,000-20,900-19,500/2,300-4,000 volts, oil-insulated, self-cooled, outdoor type.

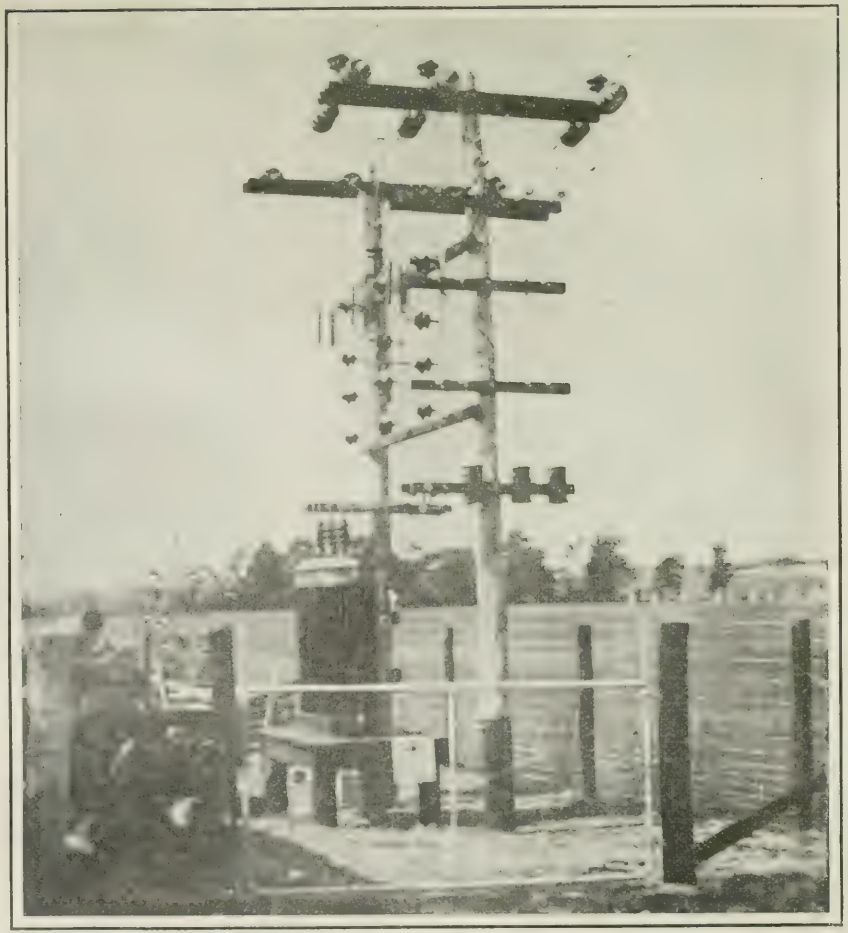
Low-tension equipment includes fuses, cut-outs, standard metering station with an indicating demand-meter and lightning arresters. One low-tension line is fed out of this station and branches some distance from the station to the two municipalities.

Telephone equipment is mounted on the pole immediately in front of the station.

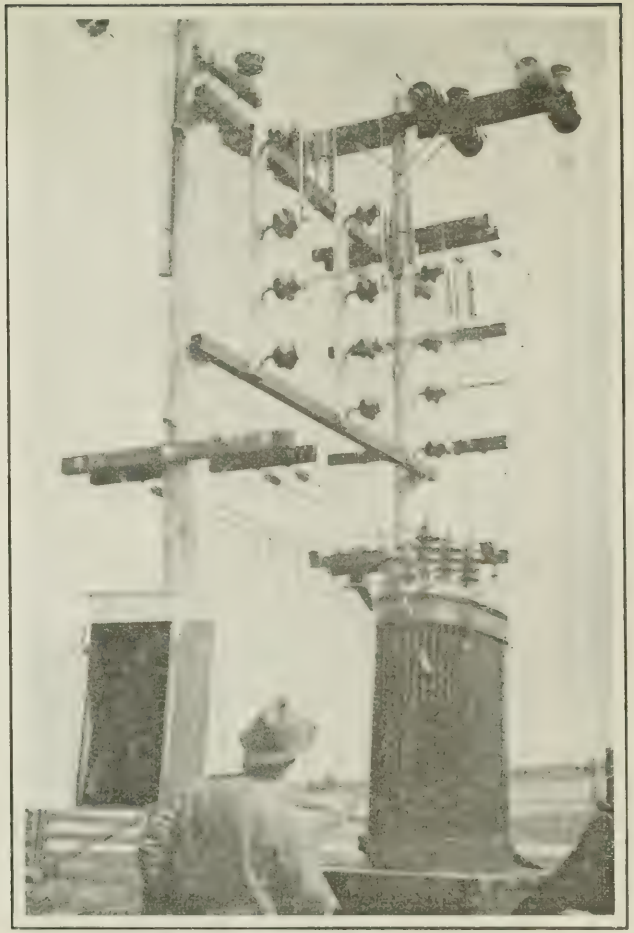
This station was placed in service on September 29, 1922.

MUSKOKA SYSTEM

There were no changes made on this system during the year.



GREENBANK—WASDELLS SYSTEM
Distributing station, from east, September 29, 1922



GREENBANK—WASDELLS SYSTEMS
Distributing station, from west, September 29, 1922

ST. LAWRENCE SYSTEM

Alexandria Distributing Station

The graphic-recording wattmeter and the graphic-recording, reactive, volt-ampere meter at this station were replaced with graphic meters of more suitable type, the latter being placed in service on July 6, 1922.

Brockville Distributing Station

Due to raising the transmission voltage of the St. Lawrence system from 26,400-volts to 44,000-volts, extensive changes were made in the high-voltage apparatus of Brockville distributing station in order to permit of this station being operated at 44,000-volts.

The type-"E," 26,400-volt, oil circuit-breaker was replaced by a type-"G.A.3," 300-ampere, 44,000-volt breaker obtained from Montrose distributing station on the Niagara system. Three new type-"O.B.," 44,000-volt current-transformers were transferred from Cornwall to replace the two 26,400-volt current-transformers. A 44,000-volt, oxide-film lightning-arrester was purchased from the Canadian General Electric Company and was used to replace the existing 26,000-volt electrolytic arrester in this station. The 26,400-volt insulators, bus work, line entrances, etc., were replaced by 44,000-volt equipment. The new 44,000-volt apparatus has been installed in this station in such a manner as to leave room for a future, second 44,000-volt, incoming line.

The installation of the 44,000-volt apparatus was completed and it was placed in service first at 26,400-volts on September 3, 1922. Later, on October 1, the voltage was changed over to 44,000-volts.

Chesterville Distributing Station

Work is under way on the installation of protective equipment on the Chesterville rural-power-district feeder in Chesterville distributing station. This feeder was formerly connected to the Chesterville distribution system but has now been brought into and is fed from the station itself.

Cornwall (Howard Smith Paper Mills Limited) Distributing Station

Due to raising the transmission voltage of the St. Lawrence system from 26,400 volts to 44,000 volts certain changes were made in the high-tension apparatus to permit of this station being operated at the higher voltage. The 26,400-volt, electrolytic lightning-arrester was replaced by a 44,000-volt oxide-film arrester.

A third 46,000-volt current-transformer was purchased and installed with the original two 46,000-volt current-transformers. Ground connections were provided in the station to permit of the grounding of the high-tension lines feeding this station when necessary. This new apparatus was placed in service first at 26,400 volts on September 9, 1922. On October 1, the voltage was raised to 44,000 volts.

Due to additional power requirements, changes and additions are being made to the Howard Smith Paper Mills Limited, 600-volt equipment in Cornwall (Howard Smith Paper Mills Limited) distributing station.

In March, 1922, the Howard Smith Paper Mills Limited purchased from the Canadian Westinghouse Company four new, 600-volt feeder-panels complete with oil circuit-breakers, totalizing metering equipment, meters and relays. In addition the Commission at the request of the Paper Company purchased bus-bar equipment, cables and pipe structure and are at present installing them in this station together with the four new feeder-panels purchased by the Paper Company.

The transformer mains are being changed over so that the new, 600-volt bus, to which the four new feeders are connected, will be fed from the 1,500-kv-a., 3-phase transformer, while the present three feeders will be fed from the 750-kv-a., 3-phase transformer.

It is expected that this work will be completed during December, 1922.

CORNWALL TRANSFORMER STATION

As projected in last year's Report the installation of four 5,000-kv-a. transformers in their permanent pockets in Cornwall transformer station and the removal and re-installation of the original 1,250-kv-a. bank in the temporary station were carried out by the Construction department, the equipment being placed in service on October 1, 1922, in its permanent location. As the original transformer pockets were to be used for the new transformers, it was necessary to install and place the 5,000-kv-a., transformer bank in temporary service outdoors while the 1,250-kv-a. bank was removed to the temporary station. Afterwards service was changed back to the original transformers and it was then possible to move the new transformers into their permanent pockets in the station.

Building changes necessary were carried out under instructions issued on March 10, while the new transformers were in service outdoors.

The capacity of the 15-ton crane was increased to permit of lifting the 5,000-kv-a. transformer by stiffening the bridge beams with channel iron and purchasing a second identical trolley to operate in conjunction with the present one.

In April a second 30-ton, transformer transfer truck was purchased and instructions were issued for an extension to the transformer truck runway to permit of the interchange of the larger transformers within the station.

A 3,300-gallon oil-storage tank was purchased in May, 1922, from the Toronto Iron Works along with a Canadian Fairbanks Morse No. 4, rotary, geared, motor-driven oil-pump ordered in August and installed in the basement of the station. Plans were prepared and instructions issued to the Construction department during May, covering all changes and additions to the oil and water piping and the installation of the oil tank which was shipped to the site in June.

The four 750-kv-a., 25-cycle transformers on loan from the Niagara system were moved outside the temporary station and they have been adequately protected from the weather. They are being stored at this point until required elsewhere.

Instructions were received in March, 1922, covering changes in the Cornwall station to permit of the operation of the St. Lawrence system at 44,000 volts. Two 44,000-volt, oxide-film arresters were purchased in May, 1922, and installed on the two 44,000-volt, outgoing, system lines, replacing the 26,400-volt, electrolytic arresters. This work was completed and the station voltage changed on October 1, 1922.

Eugene Phillips Electrical Works Limited, Brockville

Metering equipment, consisting of one graphic-recording wattmeter and one graphic-recording, reactive, volt-ampere meter together with one watthour meter was installed in the Eugene Phillips Company's substation at Brockville to measure the power being supplied to its new plant.

MORRISBURG TRANSFORMER STATION

A new outdoor station was erected at Morrisburg to transform power from 44,000 volts to 26,400 volts for use in the district directly north of that town. Two outdoor, combination, switching sets, each consisting of a three-pole, 200-ampere, air-break switch, choke-coils, lightning-arresters and fuses, both sets

being suitable for 44,000-volt service, were purchased from the Monarch Electric Company. These sets were erected on a pole structure which was constructed for a station which would accommodate two three-phase, 300-kv-a transformers. One outdoor 300-kv-a., 60-cycle, 3-phase, 44,000Y/26,400△-volt transformer with spare parts was purchased from the Packard Electric Company and installed. The station was placed in service on October 1, 1922.

Prescott Distributing Station

This station which was formerly supplied with power at 26,400 volts was equipped during the year for operation at 44,000 volts. One outdoor, combination, switching set, consisting of a three-pole, 200-ampere, air-break switch, choke-coils, lightning-arresters and fuses for 44,000-volt service was purchased from the Monarch Electric Company. This equipment was erected on a four-pole structure located directly in front of the high-voltage entrances of the station building. One standard, outdoor, 300-kv-a., 60-cycle, 3-phase, 44,000-26,000/4,160-2,400-600-volt transformer was purchased from the Packard Electric Company and installed at the pole structure. The 2,400-volt feeders were rearranged and one new feeder circuit for the Prescott Rural service was added. The remodelled station was placed in service on October 1, 1922.

RIDEAU SYSTEM

Grenville Crushed Rock Company, Deeks

Metering equipment consisting of one graphic-recording wattmeter and one graphic-recording, reactive, volt-ampere meter was installed in the Grenville Crushed Rock Company's substation at Deeks to measure the power being supplied to its plant. This equipment was placed in service on June 23, 1922.

HIGH FALLS GENERATING STATION

Flange pulleys were installed on the 25-kw. exciters to prevent the driving belt slipping off.

Operator's House

During the year a well was drilled for the supply of drinking water for the operator's house and material was supplied for fencing in a garden and building an ice house, the work being done by the operators.

Kemptville Distributing Station

This station, which was fully described in last year's Report, was placed in service on November 24, 1921.

Perth Distributing Station

Arrangements were made with the Bell Telephone Company at Perth distributing station for the installation of a special switchboard which would permit the Commission's telephone system to be temporarily connected to the Bell system at times when it was necessary to use "long distance." This particular equipment was actually installed in the municipal pumping station which is just alongside the distributing station so as to be more convenient for the operators.

THUNDER BAY SYSTEM

NIPIGON GENERATING STATION

During the earlier part of the year several details required to complete the station were carried out, such as installation of hatch covers, painting of floors, and installation of end-wall fire protection.

In June an air compressor unit was purchased from the Canadian Ingersoll Rand Company and instructions were subsequently issued to the Operating department to install same.

Operators' Houses

During the year purchase were made of pumps and equipment for supplying the houses and station with water for domestic use, also for fire fighting. The pumps, tanks, etc., were located in the basement of the generating station and the work of installation, including piping to the houses, was carried out.

The fire pump was also connected up to the supply pipe to the construction camps and to the end wall sprinkler line and stand pipe.

The work of erecting the fourth detached house referred to in last year's Report was not commenced until September, 1922. This house is now being erected and will be completed during the winter.

OTTAWA SYSTEM

Owing to the growth of load in Ottawa the municipal authorities installed an additional feeder. An extension to the Commission's metering equipment was thus necessitated to totalize the load on the system. Work is in hand on this extension.

CENTRAL ONTARIO AND TRENT SYSTEM

In the 1921 Report it was noted that the work of grounding the neutrals of the generators was under way. This work has not been proceeded with owing to complications in the switching equipment.

Auburn Switching Station

The relay protection in Auburn switching station which is one of the loop stations in the 44,000-volt lines, required alteration to conform to a change in the system protective equipment for sequence of breaker operation during trouble. This work was undertaken by the Operating department and completed during March, 1922. The six 80- to 5-ampere current-transformers in the lines to Healey Falls and Port Hope were removed and replaced with new current-transformers of the same type of 150- to 5-ampere ratio. Reverse-power relays were already installed in the line to Healey Falls and it was only necessary to install a ground relay at this point. New reverse-power and ground relays were purchased for the line to Port Hope and installed.

Belleville Service Building

The 300-kv. testing transformer and auxiliary equipment, which was formerly installed in the Sidney Terminal station, was transferred during the year to the service building in Belleville, as this is a very much more convenient location for this equipment.

Belleville Lehigh Cement Company Distributing Station

Additional metering, consisting of a polyphase wattmeter with a volt-ampere demand-transformer, is being installed.

Belleville Switching Station

Ammeters were installed on each phase of the four high-tension lines in Belleville switching station. This work was completed and placed in service on June 26, 1922.

To improve the relay protection of the 44,000-volt lines in the loop stations of the Central Ontario system, a new system of relays and instrument trans-

formers was installed in the Belleville switching station by the Operating department and placed in service on June 26, 1922. The two 120-60/5-ampere current-transformers were removed from the bus-tie switch and installed in conjunction with identical transformers in the lines to Sidney and Healey Falls to complete a three-unit bank in these lines.

Six unidirectional relays and two ground relays were purchased and installed in the two loop lines. Inverse definite-time, overload relays and ground relays were also installed on the Belleville tap and on the lines to the Belleville Cement Company and the Lehigh Cement Company.

Brighton Distributing Station

The metering equipment in Brighton station is being supplemented by the installation of a Lincoln demand-meter.

CAMPBELLFORD GENERATING STATION (DAM NO. 11)

This station was affected by the requirements for more adequate relay protection in the loop stations on the 44,000-volt lines of the Central Ontario system. One 160-80/5-ampere transformer was purchased and installed in the line to Healey Falls to complete a bank of three units. Unidirectional relays and a ground relay were installed in this line. No other equipment was affected.

This work was completed by the Operating department on August 18, 1922.

Chemical Products Company, Limited

Adequate metering equipment, consisting of graphic meters, was required in this station owing to the increase in load. This work was completed during November, 1921.

Cobourg Distributing Station

On account of the increased load at Cobourg, one of the 300-kv-a. transformers was replaced by a 750-kv-a. unit.

Additional heating equipment was installed in order to overcome trouble with the water piping freezing during winter.

It was found advisable to provide a garage for the patrolman located at Cobourg.

Colborne Distributing Station

The electrolytic lightning arrester was replaced by one of a water barrel type. This was placed in service during October, 1922.

FENELON FALLS GENERATING STATION

In order to supply general power house and cottage lightning a service transformer was installed in the generating station. This work was placed in service during December, 1921.

Frankford Canning Company

Lighting and power metering equipment were installed on this company's property. The installation was completed during October, 1922.

HEALEY FALLS GENERATING STATION

Inadequate relay protection in the loop stations on the 44,000-volt lines of the Central Ontario system necessitated the installation of a new system of protective equipment to limit the number of interruptions of stations on the loop to a minimum. Three current-transformers of 150-300/5-ampere ratio were purchased for Healey Falls generating station and these were installed in the 44,000-volt line to Auburn. The two current-transformers in this line were installed in the lines to Sidney and Campbellford, making up a bank of three

RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: South elevation, June 30, 1922

RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: East elevation, June 30, 1922

transformers in each line. Unidirectional and ground relays were installed in the three lines. This work was completed during September, 1922.

As this is the key station in the three loops, the neutrals of the three transformer banks were solidly grounded, the neutral being brought through the cover by means of a copper stud. The neutral at this station is grounded under all conditions of operation. This work was completed by the Operating department during September, 1922.

Marmora Distributing Station

Due to high maintenance charges and the small load on this station, the graphic meters installed at this point were not satisfactory and were replaced with a demand-meter with a volt-ampere demand-transformer. This was placed in service during January, 1922.

Newcastle Distributing Station

The electrolytic lightning arrester was replaced by one of the water-barrel type. This change was made during October, 1922.

Norwood Distributing Station

Due to difficulties in keeping the graphic meters in this station operating satisfactorily, they were removed and replaced by demand-meters with volt-ampere demand-transformers, one of each of the above being installed on the feeder supplying Norwood and Havelock. They were placed in service during January, 1922.

Peterboro Distributing Station

Revised estimates for the new substation contemplated by the Peterboro Public Utility Commission were submitted during the year for the consideration of the commissioners.

Port Hope Switching Station

Ammeters were installed in this station, on the lines to Trenton and Peterboro. The work was completed during June, 1922.

A new system of relays and instrument transformers was purchased and installed in the Port Hope switching station and placed in service on April 5, 1922. The existing line current-transformers and also those on the 44,000-volt line to Oshawa were replaced with nine 150-300/5-ampere current-transformers, three being installed in each line. Unidirectional and ground relays were installed in the lines to Auburn and Sidney stations, while inverse definite time overload relays and a ground relay were installed in the Oshawa feeder. The removed equipment was used at other points.

This work was undertaken by the Operating department.

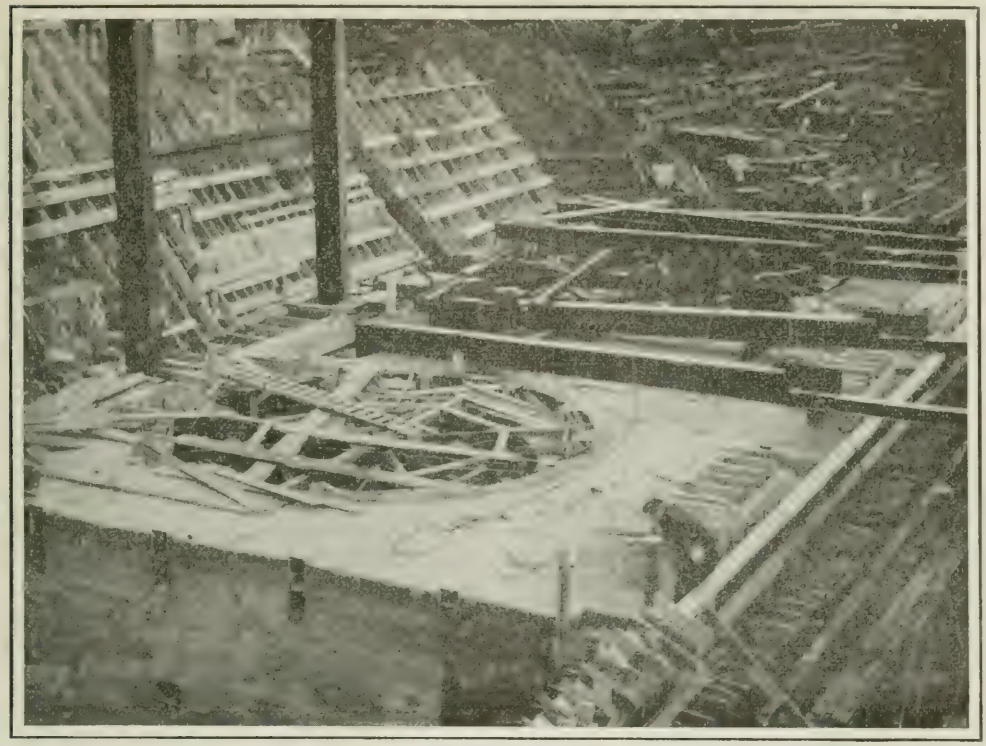
RANNEY FALLS GENERATING STATION

Progress

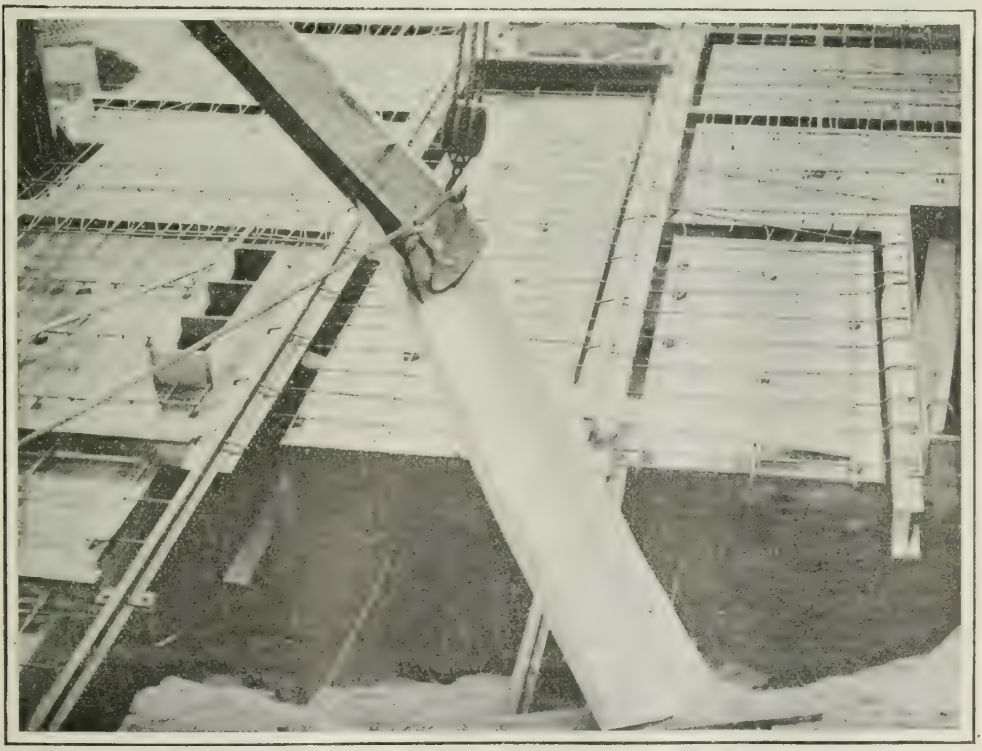
During the year the building plans were completed and plans for oil, water and air systems were undertaken and completed. Purchases were made of water and oil pumps, lubricating-oil filter, oil tank and air compressor. Instructions were issued to the Construction department for the installation of all the above material and numerous inspections were made of the work.

In the endeavour to have this station ready for service for the autumn load construction work was carried on through the winter and the following is an outline of the progress made.

Steel work erection was started on December 1, 1921, and completed on January 21, 1922.



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: Pouring No. 1 supply pipe and erection of generator room columns.
December 1, 1921



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: Transformer wing main floor reinforcing. February 1, 1922

Stone work commenced during January, 1922, and was completed on May 31, 1922.

The generator-room crane was erected on February 8, 1922.

The gate-house crane was erected on February 11, 1922.

The concrete-switch-structure was completed on May 13, 1922.

The roof was completed on June 17, 1922.

Generator erection began on April 8, 1922, and the first unit was placed in service on August 22, 1922, and the second on September 5, 1922. At the present time power is supplied from this station to the Central Ontario System net-work over the Healey Falls—Sidney, 44,000-volt line only. Provision has been made also to tie into the Campbellford-Stirling, 44,000-volt line but this line has not as yet been extended to the station. No low-tension feeders have been installed although provision has been made for them.

In general, the entire building construction and installation of all the equipment with the exception of the ventilating system for the control room were completed by the end of October, 1922.

A full description of this plant with illustrations follows.

Building Superstructure

The superstructure which measures 106 feet by 85 feet including the generator room, the switch-rooms, control-room and gate house is constructed of a structural steel frame with reinforced concrete floor and roof slabs and with walls of concrete and stone masonry.

The base and plinth up to the top of the sills of the large semi-circular-arched windows is of concrete with rubbed finish while above the sills the walls are of broken-coursed, squared-stone masonry pointed in chocolate-coloured mortar, the interior of the walls except in the gate house being lined with three-inch, hollow-tile plastered. The inside of exterior walls of the gate house has the plaster applied to the stonework. The walls are surmounted by a heavy concrete coping.

The choice of material for constructing the walls was made on account of the close proximity of blue gray limestone, the greater part of which was obtained from the tailrace excavation dump.

The concrete roof slab is covered by tarred felt and gravel roofing with metal flashing.

The interior walls are built of concrete or hollow tile, the concrete walls being constructed to support equipment. The interior tile walls are plastered on both sides.

Crane Service

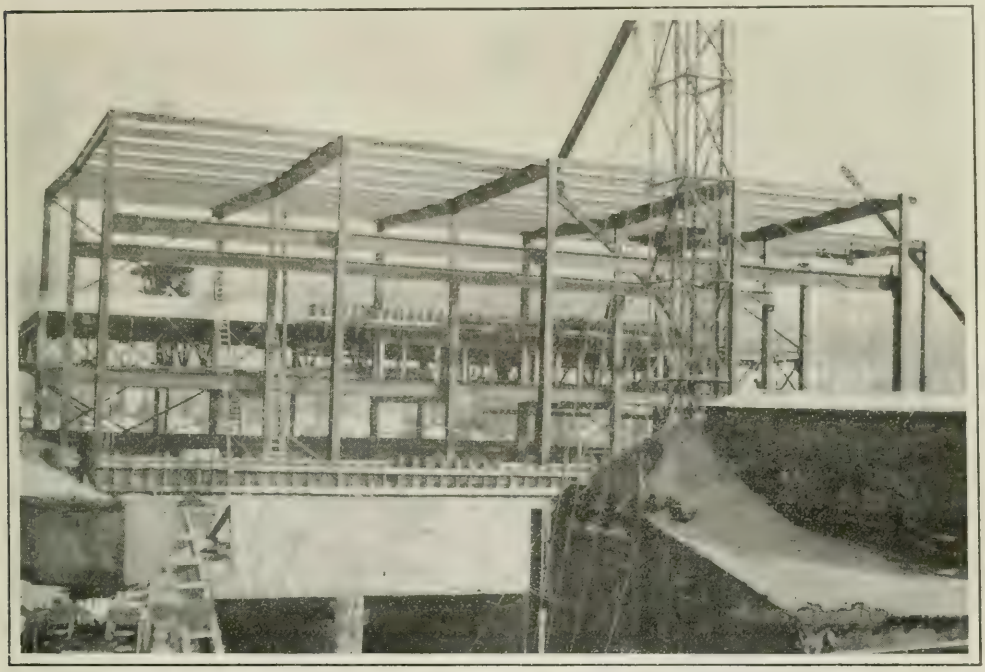
The generator room is served by a 35-ton, electrically-operated, overhead, travelling crane with a 10-ton auxiliary hook.

The gate house is served by a 7-ton overhead crane with motor-driven hoist and hand-operated trolley and bridge.

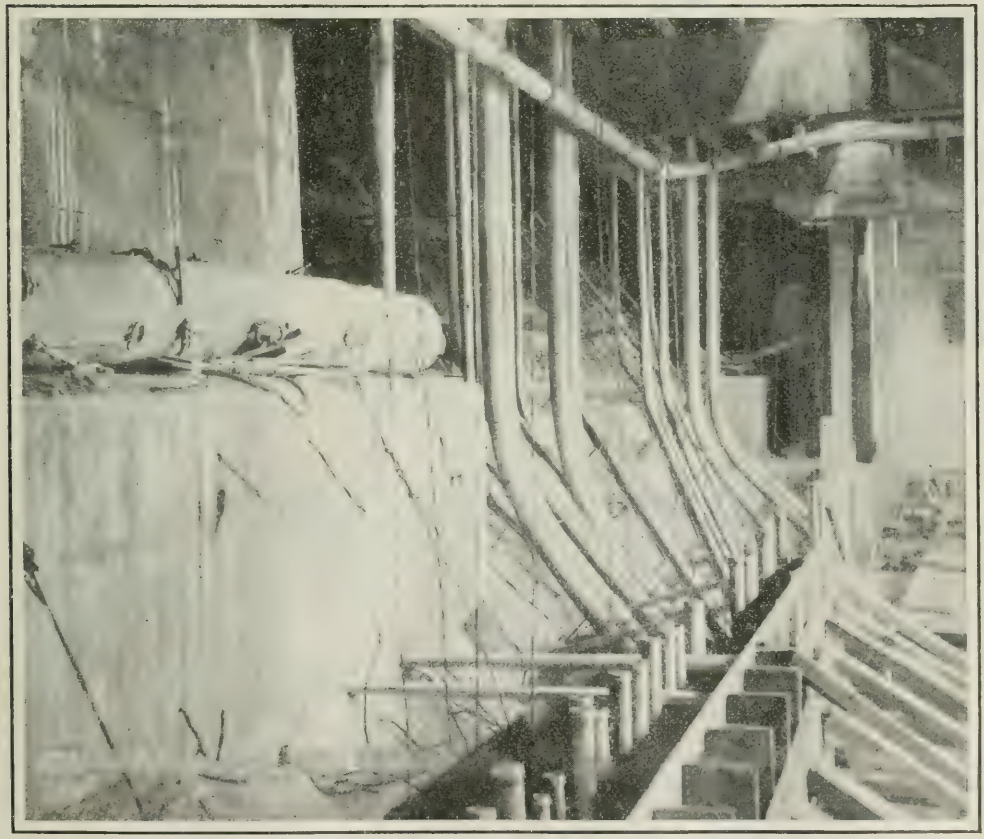
Alternating-current motors are used on these cranes.

Generators

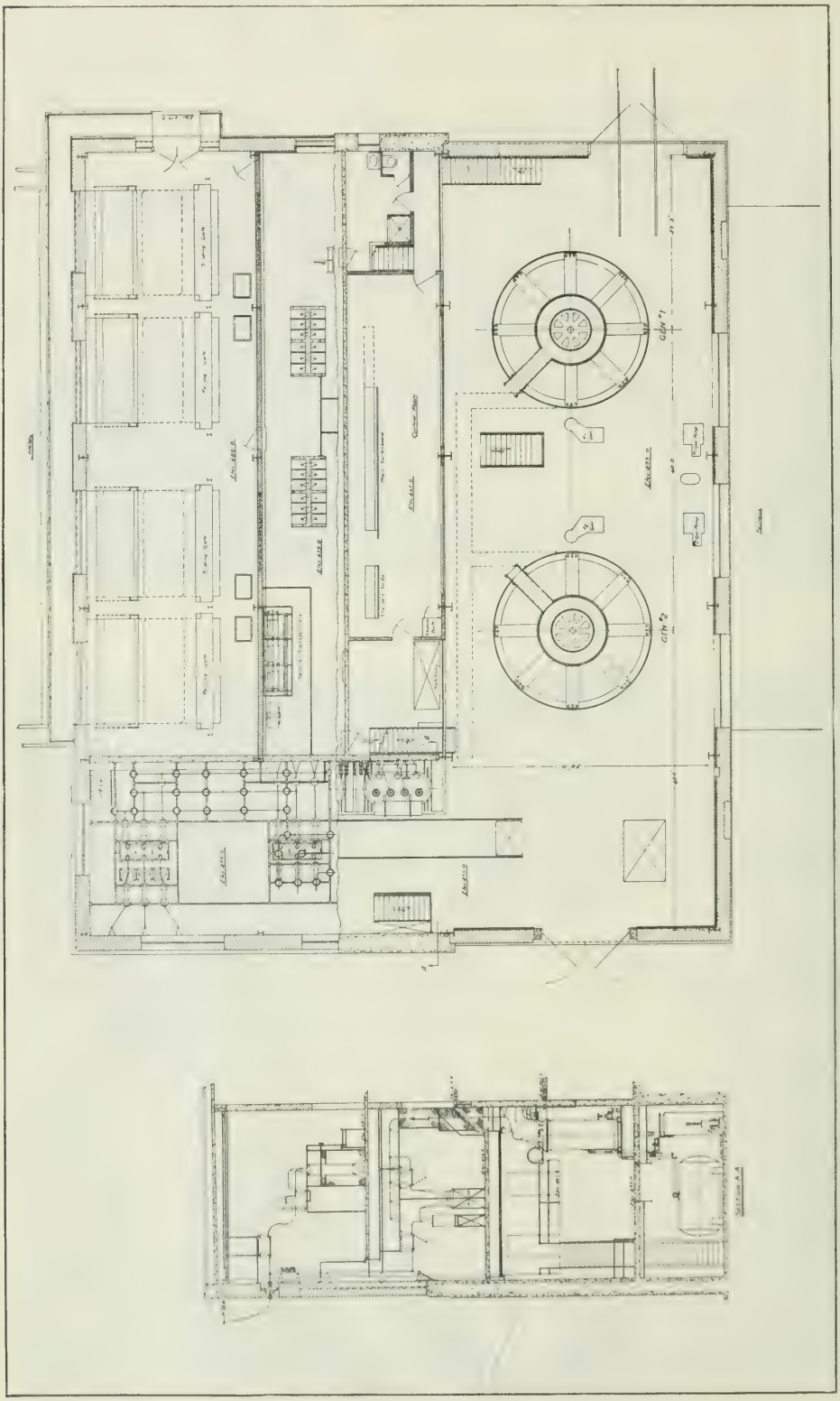
The installation consists of two vertical-shaft units located on 40-foot centres. They were built and installed by the Canadian General Electric Company. The machines are normally rated at 4,500-kv-a., 3-phase, 60-cycle, 6,600-volt, 120 revolutions-per-minute, at 80 per cent. power factor with 40°C ambient air temperature, but they are capable of carrying 5,300-kv-a., at 80 per cent. power factor continuously with cooling air at an ambient temperature of 15 degrees centigrade. The overall diameter of the stator is 20 feet 9 inches and that of the rotor over the pole faces 17 feet 9½ inches. The stator frame is 3 feet 8 inches



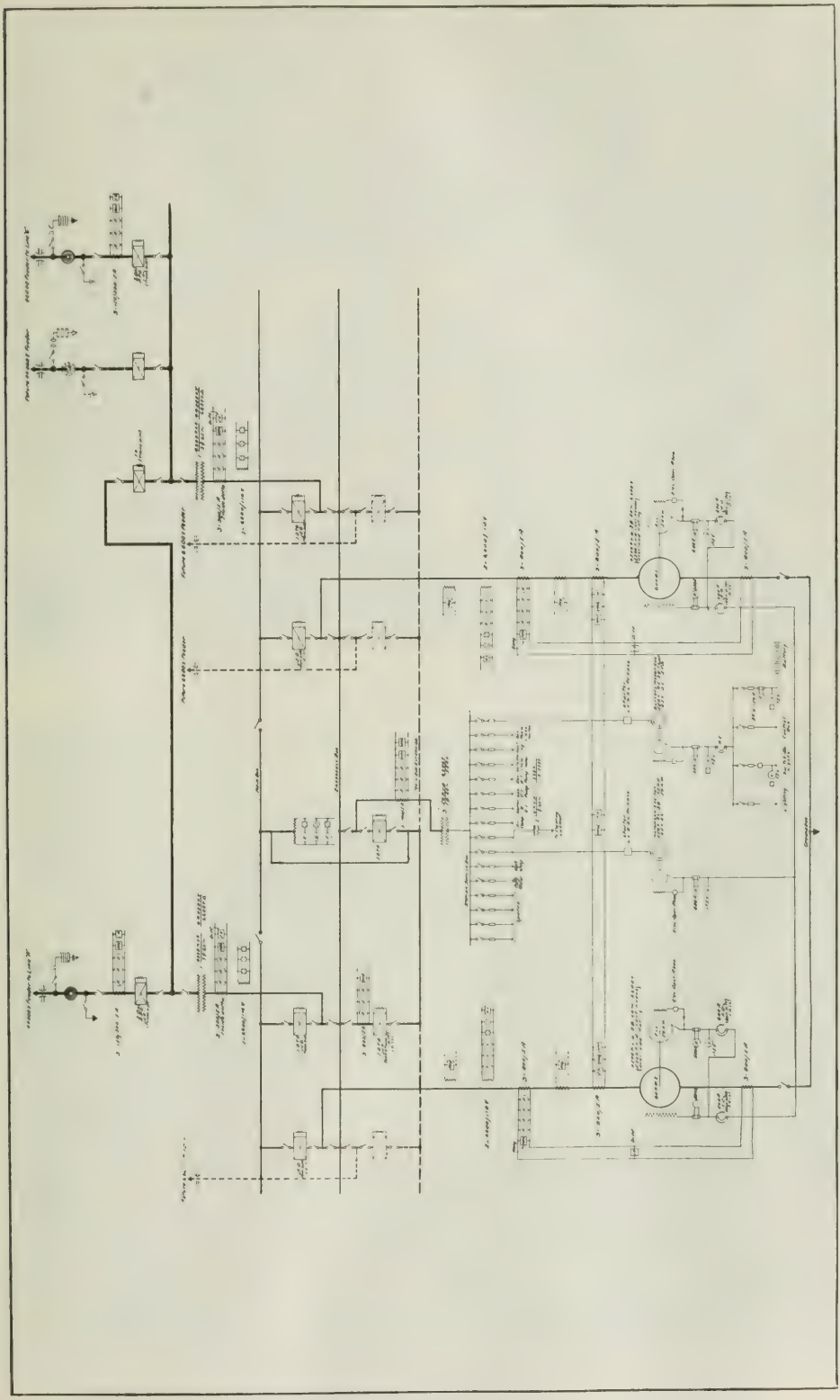
RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: Superstructure steel work. January 17, 1922



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: Conduit installation on control-room floor. February 21, 1922



CENTRAL ONTARIO AND TRENT SYSTEM—RANNEY FALLS DEVELOPMENT
Plan of Generating Station



CENTRAL ONTARIO AND TRENT SYSTEM—RANNEY FALLS DEVELOPMENT
Diagram of Connections

high and the overall height of the machine above the main floor level to the top of exciter is 13 feet 11 inches. The shaft extends 5 feet below floor level where it is bolted through a flanged coupling to the turbine shaft. The rotor is so designed that no fan blades are required to force cooling air (30,000 cu. ft. per min.) through the stator laminations and windings. After passing through the generator this air will be re-circulated during winter time for heating the station. In summer, air will be taken directly from outside the station and exhausted into the generator room and passed out through the monitor on the generator-room roof as well as through the generator-room windows.

The rotor is made of cast steel all cast in one piece and has a suitable rim for the application of brake shoes. It was subjected to overspeed tests before shipment from the factory.

The stator frame is of cast iron in two sections and the upper bearing bracket is also made in two sections but of cast steel. Special leveling and adjusting screws were put in the base and lower bracket and similar ones were placed in the arms of the upper bracket for raising and lowering the complete rotor and runner and are also used when dismantling the thrust bearing. The armature coils have mica tape insulation.

The thrust bearing supplied with each generator is the standard General Electric spring type. It is capable of carrying a load of 190,000 pounds which takes care of the weight of rotor and total downward thrust due to turbine. It is equipped with an overflow and oil will be circulated to it from the oiling system installed in the station. A sight flow indicator is placed in the oil supply pipe. These bearings are also equipped with water-cooling coils to remove the heat from the oil, and a Bristol recording thermometer is mounted on each generator stator frame to record the bearing temperatures.

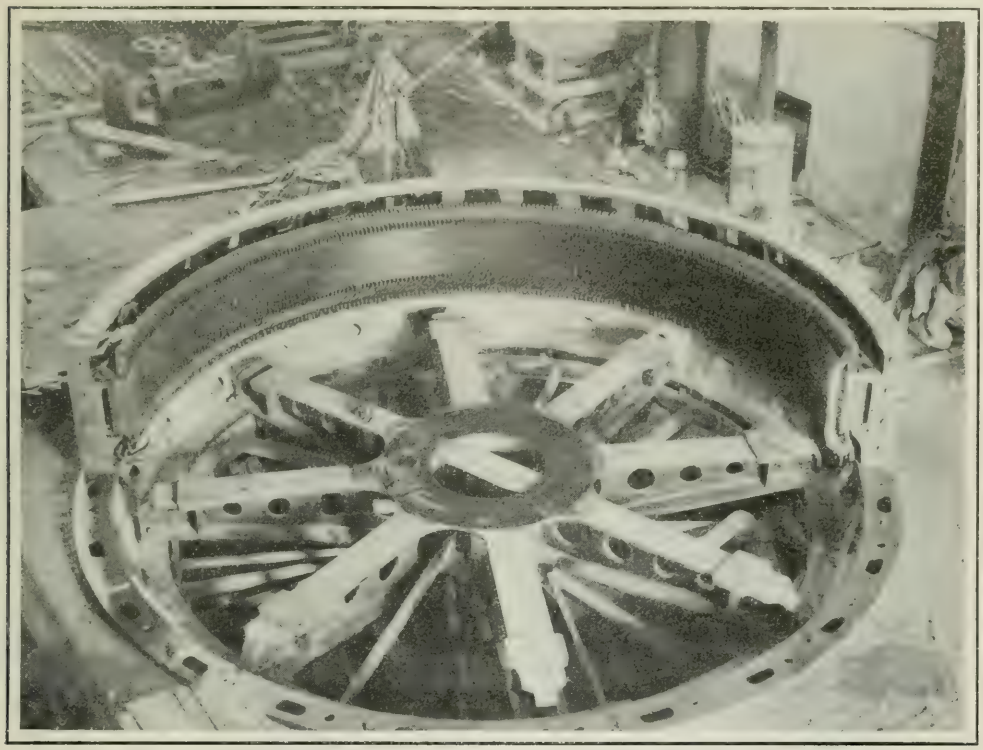
These units are each equipped with an upper and lower guide bearing. Independent pipes with sight flow indicators control the oil feed and overflows from these bearings.

Special fire fighting apparatus has been provided on each machine consisting of pipe rings located around the top and bottom end connections of the stator windings provided with small nozzles, placed approximately every 15 inches. These nozzles are set at an angle such that when they come into action the end connections are covered with a spray of water. The control of the water to these pipes is located in the switchboard room and the operator has first to make a flexible hose connection and then turn on the valve.

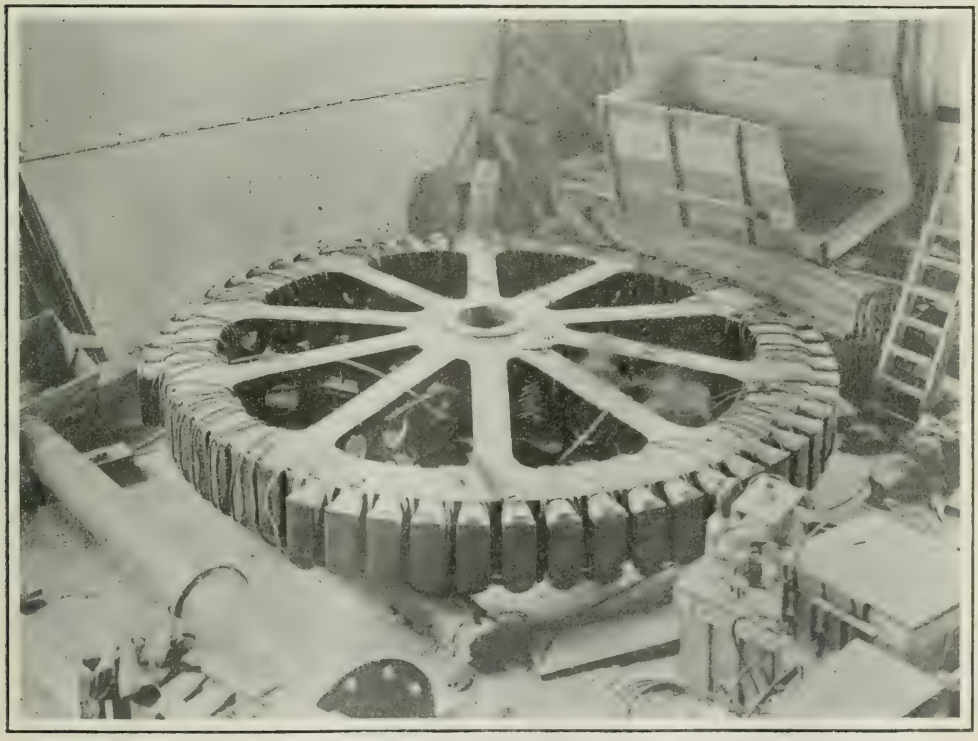
The units are also equipped with air brakes supported on the lower bracket arm. Controls for these are in duplicate, one located beside the governors on the main floor and the other in the switchboard room. An electric alarm is provided to give warning in the event of the air pressure being low.

The generators are star connected. The neutral and main leads are carried through fibre conduit to a point approximately 15 feet from the generator, where the main leads are bussed, and the neutral leads are run through current transformers and bussed. Two parallel, varnished-cambric, lead-covered cables carry the power from this point to the bus in the switch structure. There is a disconnecting switch placed at this point so that the neutral of either machine may be dead grounded to the station ground bus.

Differential protection has been provided consisting of three single-pole, 1/2-1½ ampere relays (induction type) which in case of trouble in the generator or its main cables, will open the generator main breaker or the emergency-bus feeder-switch if it is being used as a generator breaker, and both the field switches, one from the direct-connected exciter and the other from the motor-driven exciter.



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: Setting first half of No. 2 generator stator. April 4, 1922



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station progress: No. 1 generator spider wound for heating electrically prior to shrinking on shaft. July 1, 1922

The overvoltage protection functions in a similar manner to the differential, tripping out the same breakers. Overload protection has also been installed to give warning by ringing a gong in case of an overload on the unit. A fourth ammeter has been installed and is connected in the neutral of the current transformers where it will indicate when the circuit is grounded and the extent of the ground.

The output of each generator is indicated by an indicating wattmeter and reactive, volt-ampere meter (2,500-0-7,500 scale) and is integrated on a watthour meter. The output of the two units is totalized on recording wattmeters and reactive, volt-ampere meters.

Twelve thermocouples were distributed throughout the stator winding for taking the internal temperatures. A number of these are located on the iron and others in various places along the slot between the coils.

The complete generator was assembled and tested in the shop.

Excitation

Each 4,500-kv-a. generator is equipped with a 50-kw., 125-volt, shunt-wound, direct-connected exciter, the armature being carried on a short shaft which is bolted to the top of the generator shaft. A spare 50-kw., shunt-wound, commutating-pole, 75-horsepower, motor-generator, exciter set has been provided and can be used for either of the units. There is capacity in each exciter for the excitation of one generator only, and they are suitable for parallel operation, and for use with automatic voltage-regulators. The field breakers for the generators are located on the main floor and the exciter and field leads were made just as short as it was possible and are lead-covered, single-conductor cables. Two field breakers are provided for each generator, one controlling the excitation from the direct-connected exciter and one from the spare motor-generator exciter.

The only rheostats used are placed in the exciter fields. These are located directly below the field switches and are solenoid operated.

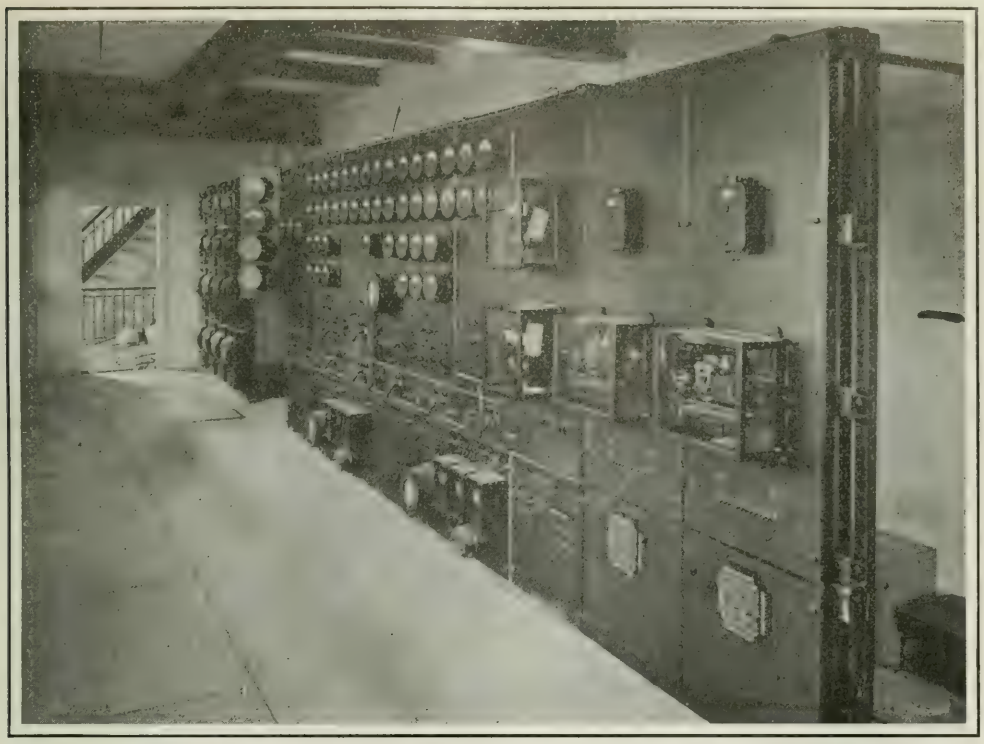
Transformers

The main step-up transformers consist of two 6,600/44,000-volt, 3-phase, 4,500-kv-a., 60-cycle, core-type water-cooled units which were built by the Canadian General Electric Company and installed by the Construction department. They are connected delta on the low voltage (6,600-volt) and star on the high voltage (44,000 volts). Taps are provided so that voltages of 42,000, 46,000 and 48,000 may be obtained and the neutral of the high-voltage winding has been brought out through the cover. They are equipped with oil expansion tanks which are mounted on the main tank. Current-transformers are located inside the delta to provide for differential protection, the secondary leads of which have been brought out through the cover in separate bushings. The cooling coils are self draining. An oil tank with capacity sufficient to take the oil of one unit has been installed in the basement and is piped to the transformers.

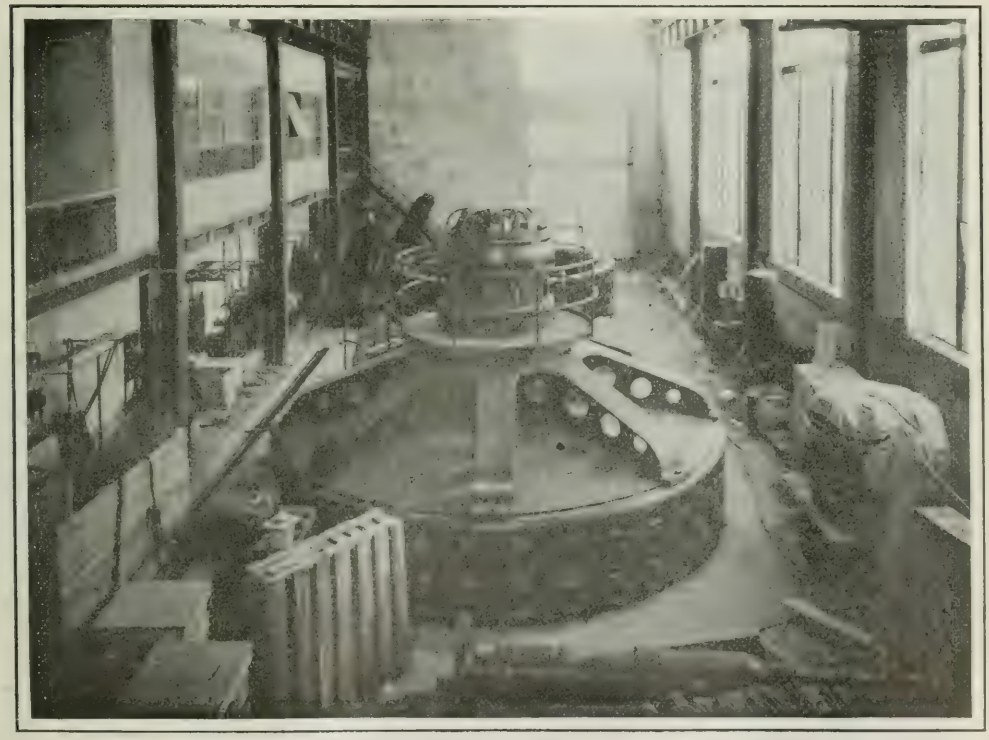
These units are rated at 40 degrees Centigrade rise and have a 125 per cent. continuous full load rating at a 55 degrees Centigrade rise. The tanks are boiler plate and are oval shape. Each unit is equipped with an electric-alarm thermometer, sight-flow water-indicator, oil gauge glasses on both the main and expansion tank and an oil sampling valve.

The transformers are located on the generator floor, a transfer truck having been provided so that these units can be readily placed under the generator room crane. They weigh approximately 17 tons each. The high-voltage side of the transformers connect direct to the bus through disconnecting switches.

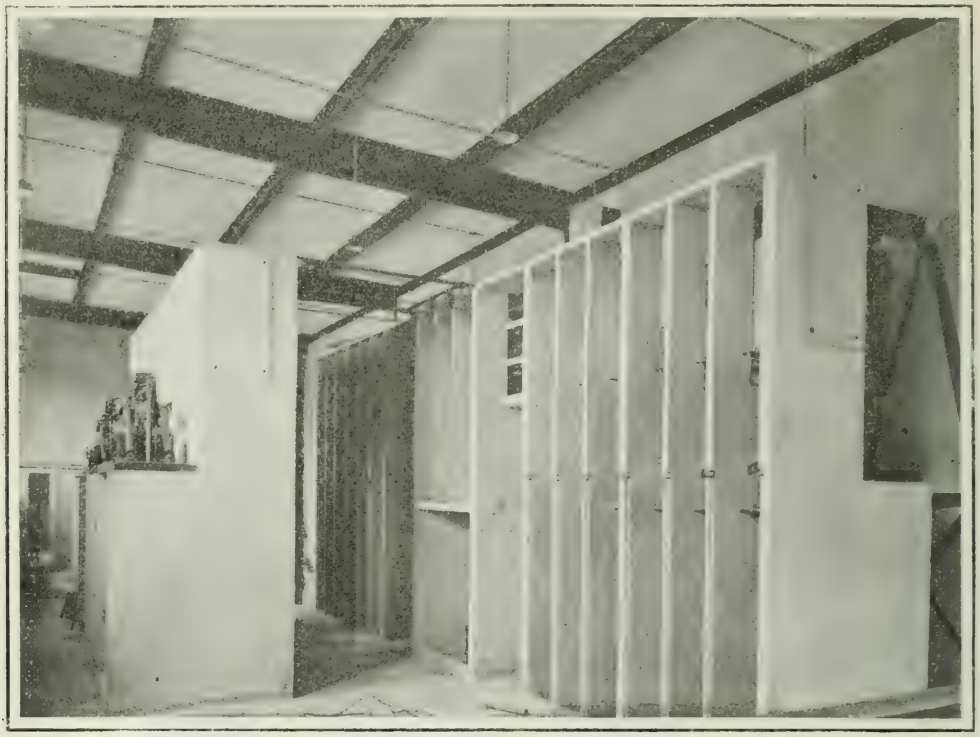
The differential protection for these units requires only the current transformers, noted above, that have been placed inside the delta and one single-pole,



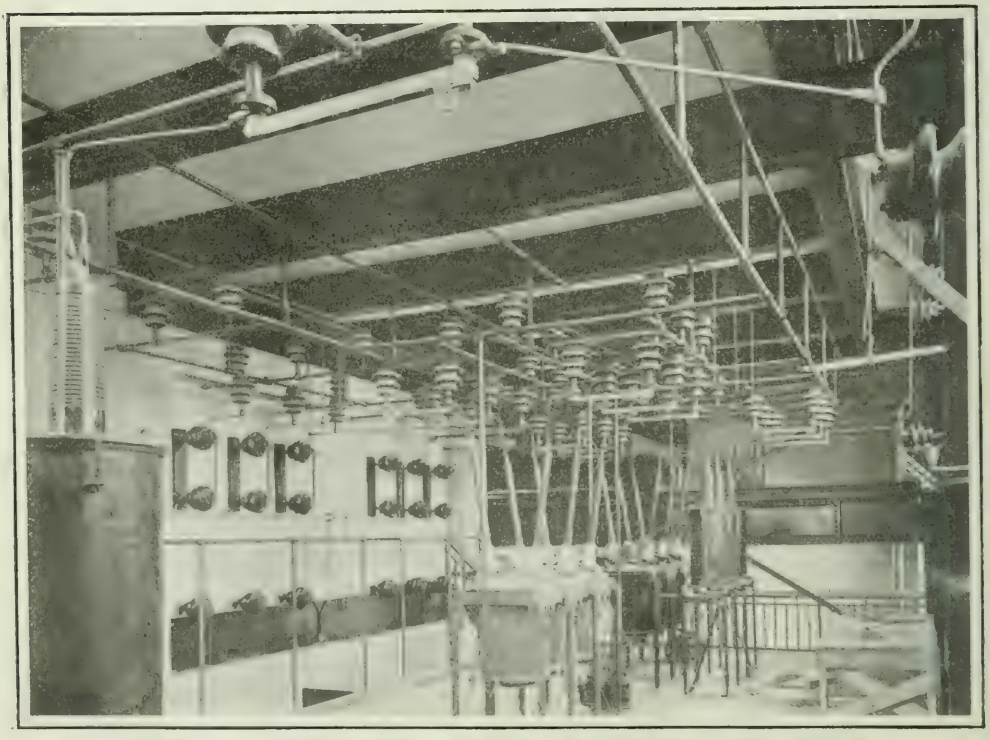
RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: Control-room switchboard. July 1, 1922



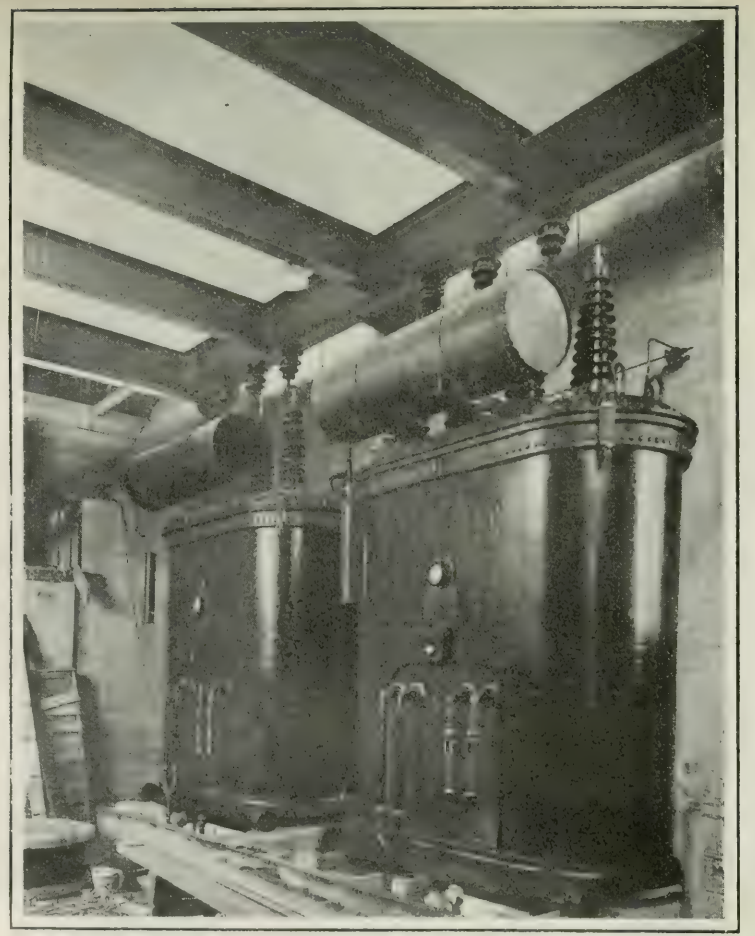
RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: Generators from south end of room. June 30, 1922



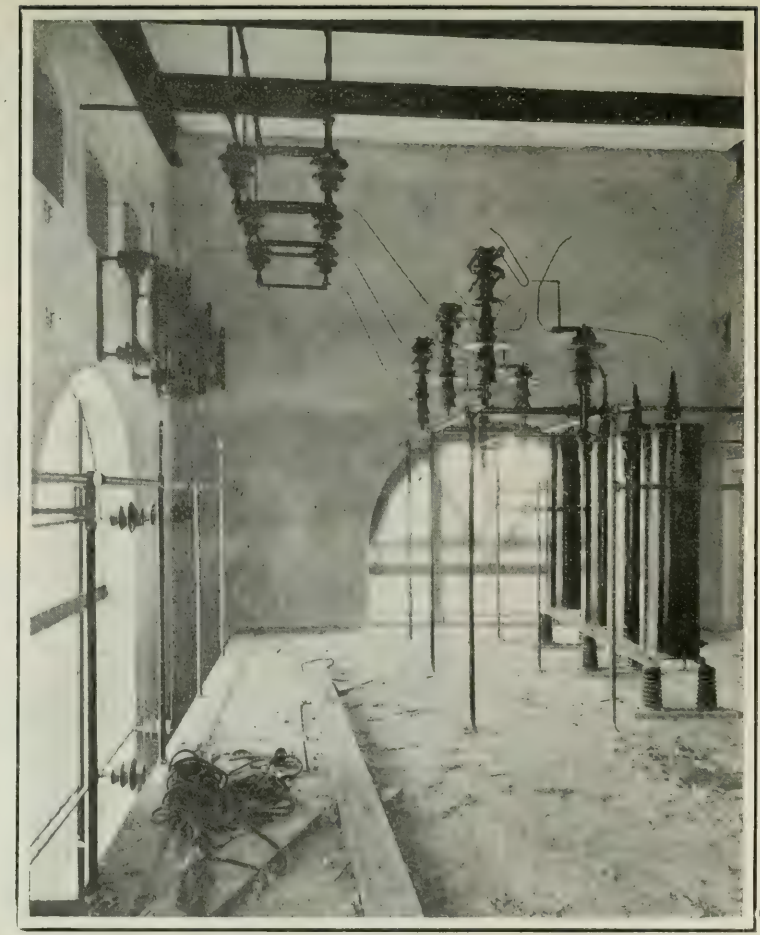
RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: Low-voltage (6,600 volts) disconnecting-switches. June 30, 1922



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: High-voltage (44,000 volts) lightning-arrester equipment. June 30, 1922



Generating station equipment: Bank of two 4,500-kv-a., 3-phase transformers. July 1, 1922



Generating station equipment: High-voltage (44,000 volts) lightning-arrester equipment. June 30, 1922

RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM

1/2- to 1½-ampere, induction-type relay. The current transformers and relay are so connected that unbalanced current only will flow through the relay. A push button is provided in the tripping circuit through this relay so that when exciting these power transformers the breakers affected can be made non-automatic. When the differential relay functions the low-voltage breaker or the emergency-bus feed-breaker if in use and the high-voltage bus-tie and line-breaker to that section of the high-voltage bus operate automatically. Overload protection consisting of three single-pole, 4- to 16-ampere, induction-type relays has also been provided.

Switchboard

All the switchboard apparatus has been mounted on vertical panels. The framework for the board was designed so that all the vertical wiring would be enclosed in the upright supports thus affording considerable fire protection to this wiring. The control, synchronizing and voltage buses are located at the top brace thus leaving all the rear of the panel free for mounting equipment. The signal lamps are supplied from a separate bus, the voltage of which is controlled by a rheostat. Multi-contact relays have been installed to permit of the selective operation of the breakers which are controlled by differential and over voltage relays.

The temperature equipment which has been installed for each generator is mounted on panels located at one end of the switchboard. It consists of a potentiometer-type indicator, a 6-point recorder which has its automatic, cold-junction compensator self-contained, a twelve-point push-button switch and bus-bar board for each unit.

Oil Breakers and Structures

The low voltage, oil switch and bus structure were built of reinforced concrete. The main walls and barrier were poured and the 2-inch barrier were all pre-cast and assembled after the main structure was set. Inserts were placed in the poured portion for mounting all the equipment. Doors are provided up to a height of six feet. These have panels of asbestos except where they are in front of disconnecting-switches.

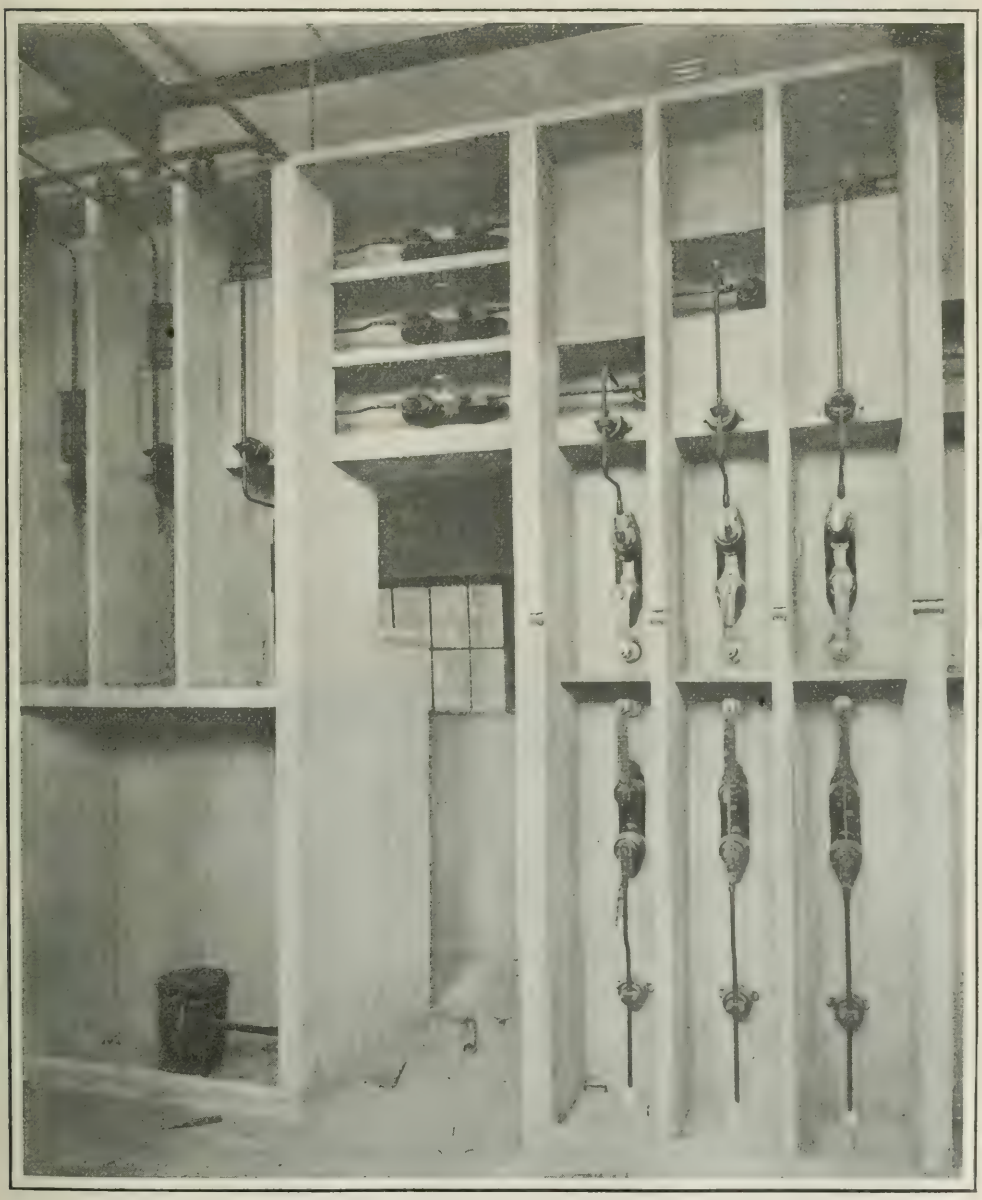
All the breakers are of the solenoid operated type. They all have their closing-coil circuits interlocked with a synchronizing plug except the station service and those on the high-voltage lines. The tripping-coil circuit is connected so that it may be supervised by the indications of the signal lamp, which should be lighted when the breaker is closed.

Cutout switches are mounted on the operating mechanism which permits the operator to make the switch inoperative when it is being inspected.

The low-voltage breakers have a rupturing capacity of 325,000-kv-a. The emergency-bus feeder-switch can be used to replace any of the other switches. Provision has been made to install low-voltage feeders if they are ever required in the future. The high-voltage switches have a rupturing capacity of 225,000-kv-a. The bus-tie switch is non-automatic and will ultimately form a tie between the two Central Ontario system trunk lines from Campbellford to Stirling and from Healey Falls to Trenton. Its chief function will be that of a sectionalizing switch. Provision has been made for two outgoing, high-tension circuits, but only the one supplying power to the Healey Falls-Trenton line has been connected up. The line relay protection consists of three single-pole, unidirectional relays which function when excess power flows out from the station, and one ground relay which has its tripping contacts connected in series with the watt-meter elements on the unidirectional relays to provide selective action.

Station Service

The station service bank of transformers is supplied with power directly from the main 6,600-volt bus. It consists of three 50-kv-a., 1-phase, 60-cycle, pole-type, 6,600/550-volt units. The low voltage is taken to the service switchboard located alongside the main switchboard. Safety-type, quick-make-and-break switches were used, all the leads to and from these switches were placed entirely in conduit. These switches control the power supplied for the crane, the oil and water pumps, the air compressor, heating, lighting, etc.



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: Low-voltage (6,600 volts) disconnecting-switches and structures.
June 30, 1922

The lighting is supplied from two 10-kv-a. transformers. The illumination for all parts of the station is controlled from one central lighting cabinet located on the switchboard-room floor quite accessible to the operator. In case of emergency a certain number of the lamps in the different rooms can be readily connected to the battery by means of a double-throw knife-switch located near the operator's desk. Electric heating at 550 volts has been provided only in the switchboard room.

Screened wall openings have been located where required to permit the warm air from the generator to circulate. It is the intention in severe weather to draw all the cooling air for the generators from the main generating room closing off entirely the supply direct from the outside. Provision has been made in the ventilating duct by means of registers to ventilate and heat the basement and the pit between the units by drawing air from the generator room.

Forced ventilation by means of a small electric fan has been provided for the switchboard room and lavatory. This equipment has been so arranged that air can be drawn from the generator room or direct from the outside of the north end of the building, thus providing either heating or cooling.

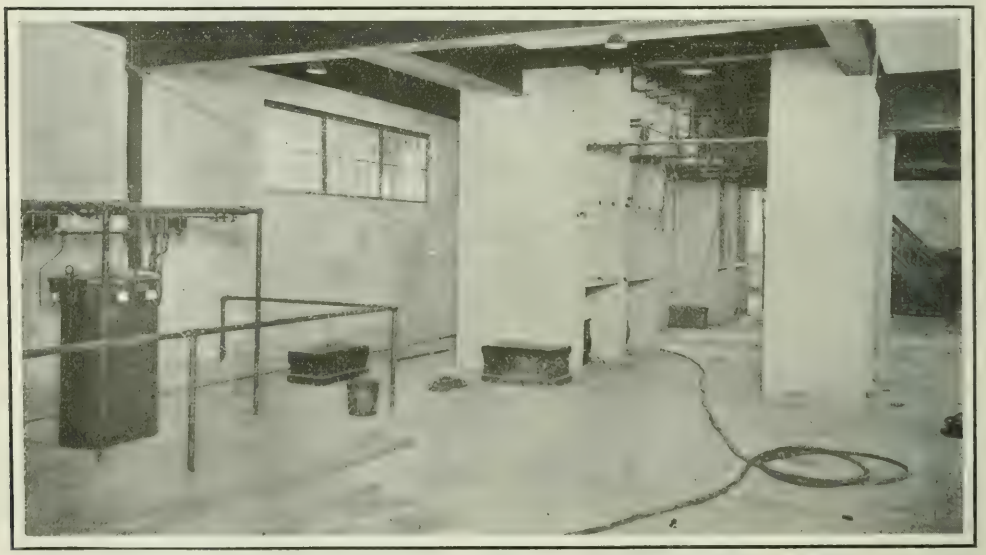
Accommodation

A lavatory including shower bath and locker space is provided on the first gallery for the accommodation of the operators.

Lubricating Oil System

The generator-bearing lubrication scheme is of the continuous filtering type. The oil after coming from the bearings passes through a canton flannel bag filter before again returning to the bearings.

The filter provides space enough in its good oil chamber to contain all the oil in the system. This feature prevents spillovers in case the system shuts down. Provision is made so that one half of the filter may be closed down while cleaning, without interrupting the oil supply to the generators. Separate supply pipes control the feed to each of the bearings and these have been equipped with sight-flow indicators.



RANNEY FALLS DEVELOPMENT—CENTRAL ONTARIO AND TRENT SYSTEM
Generating station equipment: Low-voltage (6,600 volts) bus-structure. July 1, 1922

An overflow tank, containing enough oil to supply the generators for about an hour, is mounted on the roof trusses and would continue to supply oil by gravity to the bearings providing the pumps fail to operate.

The system is provided with an electric alarm to warn the operator in case the oil supply becomes low.

Duplicate oil pumps located in the basement, with a capacity of 19 Imperial gallons per minute each, supply oil to the system.

Compressed Air Supply

An air receiver for operating the air brakes for bringing the generator rotor to rest is kept charged by means of a small compressor with a capacity of 17 cubic feet of free air per minute installed in the basement of the station. The brakes are controlled by a valve at the generator as well as in the control room. Air for cleaning equipment and for small automatic tools may be obtained from this source.

Cooling Water Supply

As the normal head of the water in the forebay was insufficient as a supply for all purposes, duplicate pumps were installed in the basement, the water being taken from the scroll cases. The pumps are rated at 100 Imperial gallons per minute at 150-feet head and supply cooling water for the thrust bearings of the generators, for the transformer and the protection of the generators in case of fire inside a machine.

A sight-flow indicator has been installed on the supply to the thrust bearing and in the overflow from the transformers.

Grounding

No. 4/0 bare copper wire for grounding has been run throughout the whole station, embedded as a rule under the floor finish and all the structural steel and the frames of the machines and other equipment have been connected to it. The various ground wire loops are brought to one central test link box and independent leads are taken from this point to the turbine cases and out through the walls of the station at the north and south. From here they will be carried to a suitable location for a ground plate. A separate ground has been provided for the high-voltage arresters.

Battery

A 120-ampere-hour, 60-cell battery has been installed to provide power for the electric operation of all the breakers and for emergency lighting. The charging, motor-generator set for the battery (5 kilowatt 7½ horsepower) was installed on the main generator-room floor and the control panel was located on one end of the main switchboard.

SEYMOUR GENERATING STATION

Barriers were installed between the bus-tie, disconnecting-switches on the 2,200-volt bus in Seymour generating station. This work was completed in January, 1922.

As the customers on the Hoards line (6,600 volt) were recently put on the standard rural basis, it was necessary to install meters to get the total demand. Accordingly an "RA" demand-meter was installed and placed in service during November, 1921.

In order that the amount of power supplied from the town plant at Campbellford might be checked, meters were installed on the tie line at Seymour generating station. This work was completed and placed in service during December, 1921.

Adequate relay protection was installed on the tie line between the town

plant and Campbellford and Seymour generating station, the work being completed during November, 1921.

SIDNEY GENERATING STATION

Adequate fire protection equipment was installed during January, 1922, for the protection of the cottages at this generating station. The experimental brake installed for one of the generators in this station has proven satisfactory. It is intended to install brakes on the other units during 1923.

SIDNEY TERMINAL STATION

A new system of relays with instrument transformers of suitable capacity was installed during September, 1922. Unidirectional relays were installed in the loop lines to Healey Falls generating station and Belleville terminal station, and inverse, definite-time, overload relays in the line to Port Hope. Inverse, definite-time, overload relays were also installed in conjunction with the unidirectional relays and overload relays for ground protection. Nine current-transformers of 300-150/5-ampere ratio were purchased and replaced the 80- to 5-ampere bushing-type current-transformers on the lines.

As it is customary to operate this system at times in two sections with Sidney terminal station in the southern section and Healey Falls in the northern section it was decided to arrange the neutrals of the transformer banks in Sidney station to provide for efficient means of grounding at this point with the least possible delay. Healey Falls is grounded at all times with the system operating as one unit and this is sufficient until such time as it is necessary to operate the system in two sections.

Special bushings were purchased for bringing out the neutral lead from the terminal board in the transformer. Disconnecting switches were installed in this lead to cut the neutral clear of ground when not required. This work was completed in October, 1922.

NIPISSING SYSTEM

BINGHAM CHUTE GENERATING STATION

Power requirements of the Nipissing system in the past year have necessitated the development of an additional source of power. In July, 1922, it was decided to proceed with the development of the Bingham Chute power site with a view to having power available for the Nipissing system early in 1923. Three 300-kv-a. transformers and one 450-kw. generator are available for this station from the Nipissing generating station. This equipment was removed at the time of the installation of the 1,400-kv-a. generator and the bank of three 900-kv-a. transformers in that plant.

One generator will be installed, and when this unit is in operation it is the intention to dismantle the second 450-kw. generator at Nipissing and install it at the Bingham Chute plant.

Nipissing Ranger Shanties

Instructions were received in October, 1921, covering the erection of two ranger shanties, one at Surprise Lake, the other at Clear Lake storage dams. These shanties were erected by the Operating department and were completed on March 23, 1922.

NORTH BAY GENERATING STATION

A 150-kv-a., alternating-current generator damaged in the North Bay generating station and repaired by the Canadian Westinghouse Company was subjected to inspection and test prior to being returned to North Bay.

TABLE

OF

TRANSFORMING STATION DETAILS

AS OF

OCTOBER 31, 1922

TABLE OF TRANSFORMING STATION

The particulars given in this table refer to all transforming stations owned or operated by the Hydro-Electric Power Commission of Ontario on October 31, 1922.

Under the columns headed "Circuits" are given the complete number and voltage of circuits of all kinds which enter or leave a station except certain feeders that are not the property of the system.

Under "active" transformers are given all transformers actually in operation and in reserve except service transformers.

Station				Circuits			
System number	Name	Date placed in operation	Type of building	High voltage		Low voltage	
				Volts	No.	Volts	No.
							NIAGARA
N 1	Niagara	Aug. 1910	T.S. brick	110,000	4	12,000	12
N 1	"	Aug. 1914	T.S. brick	.....	....	.....	....
N 1	"	Aug. 1914	T.S. brick	46,000	4	.....	....
N 2	Dundas trans. sta.	Sept. 1910	T.S. brick	110,000	9	13,200	8
N 237	Caledonia dist. sta.	Sept. 1912	C. brick	13,200	1	2,300	2
N 239	Hagersville dist. sta.	Aug. 1913	D. brick	13,200	1	2,300	2
N 234	Lynden dist. sta.	Sept. 1915	E. brick	13,200	1	4,000	2
N 235	Waterdown dist. sta.	Apr. 1915	customer	13,200	1	2,300	....
N 3	Toronto trans. sta.	Feb. 1911	T.S. brick	110,000	3	13,200	31
N 4	London trans. sta.	Nov. 1910	T.S. brick	110,000	5	13,200	7
N 442	Ailsa Craig dist. sta.	Jan. 1916	E. brick	13,200	1	4,000	2
N 432	Delaware dist. sta.	Mar. 1915	E. brick	13,200	1	4,000	3
N 439	Dorchester dist. sta.	Dec. 1914	E. brick	13,200	1	4,000	3
N 443	Exeter dist. sta.	May 1916	D. brick	13,200	1	4,000	4
N 440	Lucan dist. sta.	Feb. 1915	E. brick	13,200	....	4,000	2
N 5	Guelph trans. sta.	Sept. 1910	T.S. brick	110,000	3	13,200	5
N 537	Acton dist. sta.	Dec. 1912	B. brick	13,200	1	2,300	2
N 538	Cheltenham dist. sta.	July, 1914	D. brick	13,200	1	575	1
N 533	Elora dist. sta.	Nov. 1914	E. brick	13,200	1	4,000	1
N 534	Fergus dist. sta.	Nov. 1914	E. brick	13,200	1	2,300	1
N 539	Georgetown dist. sta.	Aug. 1913	D. brick	13,200	1	4,000	2
N 536	Rockwood dist. sta.	Aug. 1913	P. outdoor	13,200	1	2,300	1
N 6	Preston trans. sta.	Sept. 1910	T.S. brick	110,000	3	13,200	6
N6D31	South Waterloo	Mar. 1919	in Preston T.S.	13,200	1	4,000	1
N 7	Kitchener trans. sta.	Sept. 1910	T.S. brick	110,000	2	13,200	7
N 735	Baden dist. sta.	May 1912	special	13,200	1	4,000	2
N 734	Elmira dist. sta.	Oct. 1913	D. brick	13,200	1	4,000	1
N 737	New Hamburg dist. sta.	Feb. 1911	special	13,200	1	2,300	2*e*
N 733	St. Jacobs dist. sta.	Sept. 1917	P. outdoor	13,200	1	575	1
N 8	Stratford trans. sta.	Nov. 1911	T.S.	110,000	2	26,400	5
N 834	Dublin dist. sta.	Oct. 1917	P. outdoor	26,400	1	4,000	1
N 841	Harriston dist. sta.	June 1916	H. brick	26,400	1	4,000	1
N 839	Listowel dist. sta.	May 1916	special	26,400	1	4,000	1
N 838	Milverton dist. sta.	May 1916	H. brick	26,400	1	4,000	1
N 840	Palmerston dist. sta.	June 1916	H. brick	26,400	1	4,000	3*i*
N 832	Tavistock dist. sta.	Oct. 1916	special	26,400	1	575	1
N 9	St. Marys trans. sta.	Apr. 1911	T.S. brick	110,000	2	13,200	2
N 932	St. Marys Cement Co. dist. sta.	Sept. 1912	special	13,200	7	575 550	1 1
N 10	Woodstock trans. sta.	Nov. 1911	T.S. brick	110,000	3	13,200	6
N1034	Beachville dist. sta.	July 1912	D.L. brick.	13,200	1	2,300	2

Note.—For subnotes *a*, *b*, *c*, etc., see end of table.

DETAILS AS OF OCTOBER 31, 1922

Transformers designated as "spare" are extra units at the station ready for emergency use, whereas those referred to as "reserve" are available for use in stations where and when increased capacity is required.

The total kv-a. of all transformers is 1,082,730 kv-a. made up of 876,960 kv-a. in operation, 63,150 kv-a. in reserve and 142,620 kv-a. spare.

There are 884,685 kv-a. of 25-cycle transformers and 198,045 kv-a. of 60 cycle units, making together the total of 1,082,730.

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	Unit kv-a.
SYSTEM—25 Cycles										
5	15	C.W. Co.	3,500	1	52,500	Y	△	7	C.W. Co.	3,500
4	12	C.W. Co.	7,500	1	90,000	Y	△			
3	9	C.G.E. Co.	3,500	1	31,500	Y	△		C.G.E. Co.	3,500
2	6	C.G.E. Co.	2,500	1	15,000	Y	△	1	C.G.E. Co.	2,500
1	3	P.T. Co.	150	1	450	△	△			
1	3	C.C.W.Co.	150	1	450	△	Y	3	C.W. Co.	75
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.C.W. Co.	75	1	225	△	△			
5	15	C.G.E. Co.	5,000	1	75,000	Y	△	3	C.G.E. Co.	5,000
1	3	C.G.E. Co.	5,000	1	15,000	Y	△	4	C.G.E. Co.	5,000
1	3	C.G.E. Co.	2,500	1	7,500	Y	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	P.E. Co.	25	1	75	△	Y			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	100	1	300	△	Y			
1	3	C.G.E. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	2,500	1	7,500	Y	△	3	C.G.E. Co.	1,250
1	3	C.W. Co.	75	1	225	△	△			
1	3	C.G.E. Co.	75	1	225	△	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	75	1	225	△	△			
1	3	C.G.E. Co.	150	1	450	△	Y			
1	3	C.G.E. Co.	25	1	75	△	△			
1	3	G.E.	1,250	1	3,750	Y	△	4	G.E. Co.	750
1	3	G.E.	750	1	2,250	Y	△			
1	3	C.G.E. Co.	20	1	60	△	Y			
1	3	C.G.E. Co.	1,250	1	3,750	Y	△			
1	3	C.G.E. Co.	2,500	1	7,500	Y	△	1	C.G.E. Co.	2,500
1	3	C.C.W. Co.	150	1	450	△	Y			
1	3	C.G.E. Co.	150	1	450	△	Y			
1	3	P.E. Co.	75	1	225	△	△			
1	1	M.E. Co.	75	3	75	△	△			
1	3	C.W. Co.	1,250	1	3,750	Y	△	3	C.W. Co.	1,250
1	1	M.E. Co.	50	3	50	△	Y			
1	3	C.G.E. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	200	1	600	△	Y			
1	3	C.G.E. Co.	150	1	450	△	Y	3	C.G.E. Co.	75
1	3	C.G.E. Co.	75	1	225	△	Y			
1	3	C.C.W. Co.	75	1	225	△	△			
1	3	G.E. Co.	750	1	2,250	Y	△	1	G.E. Co.	750
1	3	C.G.E. Co.	500	1	1,500	△	△			
1	3	P.E. Co.	150	1	450	△	△			
1	3	C.G.E. Co.	1,250	1	3,750	Y	△	2	G.E. Co.	750
1	3	C.G.E. Co.	75	1	225	△	△			

TABLE OF TRANSFORMING STATION

Station				Circuits			
System number	Name	Date placed in operation	Type of building	High voltage		Low voltage	
				Volts	No.	Volts	No.
							NIAGARA
N1033	Embro dist. sta.	Dec. 1914	E. brick	13,200	1	4,000	1
N1036	Norwich dist. sta.	Mar. 1912	special	13,200	1	2,300	2
N 11	St. Thomas trans. sta.	Feb. 1912	T.S. brick	110,000	4	13,200	8
N1133	London & Pt. Stanley Ry.	June 1915	In T.S.	13,200	3	920	3
N1138	Aylmer dist. sta.	Feb. 1915	special	13,200	1	4,000	2
N1134	Dutton dist. sta.	Aug. 1915	E. brick	13,200	1	4,000	1
N1135	West Lorne dist. sta.	Dec. 1916	E. brick	13,200	1	4,000	2
N1137	Port Stanley dist. sta.	Mar. 1912	B. brick	13,200	1	2,300	1
N 12	Brant trans. sta.	Jan. 1914	T.S. brick	110,000	4	26,400	6
N1240	Ayr dist. sta.	Dec. 1914	H. brick	26,400	1	4,000	1
N1234	Burford dist. sta.	May 1915	H. brick	26,400	1	4,000	1
N1241	Drumbo dist. sta.	Dec. 1914	H. brick	26,400	1	4,000	3
N1233	St. George dist. sta.	Sept. 1915	In Brant T.S.	4,000	1	2,300	1
N1235	Waterford dist. sta.	May 1915	H. brick	26,400	1	4,000	1
N 13	Cooksville trans. sta.	Nov. 1911	T.S. brick	110,000	3	13,200	8
N1331	Port Credit dist. sta.	Aug. 1912	B. brick	13,200	1	2,300	1
N1339	Streetsville dist. sta.	Nov. 1913	D. brick	13,200	2	2,300	2
N 14	Kent trans. sta.	Aug. 1914	T.S. brick	110,000	4	26,400	6
N1434	Blenheim dist. sta.	Oct. 1915	H. brick	26,400	1	4,000	1
N1438	Bothwell dist. sta.	Aug. 1915	H. brick	26,400	1	4,000	2
N1442	Brigden dist. sta.	Dec. 1917	P. outdoor	26,400	1	575	1
N1440	Dresden dist. sta.	Mar. 1915	H. brick	26,400	1	4,000	1
N1445	Forest dist. sta.	Feb. 1917	H. brick	26,400	1	4,000	2
N1441	Oil Springs dist. sta.	Dec. 1917	P. outdoor	26,400	1	4,000	3
N1443	Petrolia dist. sta.	Apr. 1916	G. brick	26,400	2	4,000	5*b*
N1435	Ridgetown dist. sta.	Dec. 1915	H. brick	26,400	1	4,000	3*a*
N1437	Thamesville dist. sta	Oct. 1915	H. brick	26,400	1	4,000	1
N1432	Tilbury dist. sta.	Apr. 1915	G. brick	26,400	1	4,000	2
N1439	Wallaceburg dist. sta.	Feb. 1915	G. brick	26,400	1	4,000	5*bn*
N1446	Watford dist. sta.	Sept. 1917	P. outdoor	26,400	2	4,000	2
N 15	Essex trans. sta.	Aug. 1914	T.S. brick	110,000	2	26,400	7
J 2	Amherstburg dist. sta.	Feb. 1919	special	26,400	2	4,000	3*a*
J 1	Canard River dist. sta.	Jan. 1914	P. outdoor	26,400	1	{115 {230	1
N1533	Can. Salt Co. dist. sta.	Nov. 1917	special	26,400	2	176	2
J 6	Cottam dist. sta.	Oct. 1915	P. outdoor	26,400	1	{115 {230	1
J 7	Essex dist. sta.	Oct. 1914	P. outdoor	26,400	1	2,300	1
J 3	Harrow dist. sta.	Jan. 1914	P. outdoor	26,400	1	2,300	1
J 4	Kingsville dist. sta.	Jan. 1914	special	26,400	2	4,000	3
J 20	Leamington dist. sta.	Aug. 1915	special	26,400	1	4,000	3
J98–1	Essex County System reserve equipment						
N 16	York trans. sta.	Oct. 1919	temp. sh. iron	110,000	1	13,200	1
N1632	Mimico dist. sta.	May 1912	C. brick	13,200	1	4,000	2
N1634	Woodbridge dist. sta.	Dec. 1914	E. brick	13,200	1	4,000	3
N1631	Etobicoke dist. sta.	Sept. 1918	special	13,200	2	{2,300 {4,000	6 2
N 17	Hamilton trans. sta.	Oct. 1922	outdoor	110,000	2	13,200	2*i*

Note.—For subnotes *a*, *b*, *c*, etc., see end of table

DETAILS AS OF OCTOBER 31, 1922—Continued

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	Unit kv-a.
SYSTEM—25 Cycles—Continued										
1	1	P.E. Co.	50	3	50	△	Y			
1	3	P.E. Co.	75	1	225	△	△			
2	6	G.E. Co.	750	1	4,500	Y	△	1	G.E. Co.	750
3	9	C.W. Co.	185	1	1,665	△	△			
1	3	C.G.E. Co.	50	1	150	△	Y			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	100	1	300	△	△			
1	3	C.W. Co.	2,500	1	7,500	Y	△	1	C.W. Co.	2,500
1	3	C.G.E. Co.	75	1	225	△	Y			
1	1	M.E. Co.	75	3	75	△	Y			
1	3	C.G.E. Co.	75	1	225	△	Y			
1	3	C.C.W. Co.	50	1	150	Y	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	G.E. Co.	1,250	1	3,750	Y	△	1	G.E. Co.	1,250
1	3	C.G.E. Co.	75	1	225	△	△			
1	3	C.G.E. Co.	75	1	225	△	△			
1	3	C.W. Co.	1,250	1	3,750	Y	△	1	C.G.E. Co.	2,500
1	3	C.G.E. Co.	2,500	1	7,500	Y	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.W. Co.	75	1	225	△	Y			
1	1	M.E. Co.	75	3	75	△	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.C.W. Co.	75	1	225	△	△			
1	1	M.E. Co.	75	3	75	△	Y			
1	1	C.W. Co.	150	3	150	△	Y			
1	3	P.E. Co.	300	1	900	△	Y	3	C.G.E. Co.	150
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.G.E. Co.	100	1	300	△	Y			
1	3	C.G.E. Co.	150	1	450	△	Y			
1	3	P.E. Co.	150	1	450	△	Y			
1	1	M.E. Co..	150	3	150	△	Y			
1	3	C.W. Co.	2,500	1	7,500	Y	△	1	C.G.E. Co.	5,000
1	3	C.G.E. Co.	5,000	1	15,000	Y	△			
1	3	P.E. Co.	100	1	300	△	Y			
1	1	M.E. Co.	25	1	25					
2	6	M.E. Co.	750	1	4,500	△	6[illegible]			
1	1	M.E. Co.	25	1	25					
1	1	P.E. Co.	150	3	150	△	△			
1	1	M.E. Co.	75	3	75	△	△			
1	3	C.W. Co.	75	1	225	△	Y			
1	3	C.C.W. Co.	75	1	225	△	Y			
.....	1	M.E. Co.	75	3	75	26400*m* / 13200△	4000Y / 2300△			
1	3	G.E. Co.	1,250	1	3,750	Y	△	1	G.E. Co.	1,250
1	3	C.C.W. Co.	150	1	450	△	Y			
1	3	C.G.E. Co.	75	1	225	△	Y			
2	2	C.C.W. Co.	1,500	3	3,000	Y	△	1	C.C.W. Co.	1,500
1	1	C.W. Co.	1,500	3	1,500	Y	Y			
1	3	C.W. Co.	5,000	1	15,000	Y	△	4	C.W. Co.	5,000

TABLE OF TRANSFORMING STATION

Station				Circuits			
System number	Name	Date placed in operation	Type of building	High voltage		Low voltage	
				Volts	No.	Volts	No.
							NIAGARA
N7D31	Saltfleet dist. sta.	Feb. 1922	P. outdoor	13,200	1	4,000	1
N 20	Queenston.	Jan. 1922	concrete special	110,000	3	12,000	1
						4,000	1
							ONTARIO POWER COMPANY
A 2	O.P. Co. dist. sta.	1905	Brick special	60,000	2	12,000	11
				30,000	2	. . . . .	. . .
A 3	Port Colborne dist. sta.	Sept. 28, 1913	special	30,000	2	2,300	2
						12,000	4
NC 701	Montrose dist. sta.	Feb. 1920	corrugated iron special	12,000	2	4,000	2
							NIAGARA
N98–1	Niagara System Res. Equip.						. . . .
N98–2	" " " "						.
N98–3	" " " "						. . .
N98–6	" " " "						. .
N98–7	" " " "						.
N98–8	" " " "						.
N98–9	" " " "						. .
N98–11	" " " "						. .
N98–12	" " " "						. .
N98–13	" " " "						. .
N98–14	" " " "						.
N98–19	" " " "			. . .		. .	. . .
N98–20	" " " "			. . . . .		. . . . .	. . . .

Note.—For subnotes *a*, *b*, *c*, etc., see end of table.

DETAILS AS OF OCTOBER 31, 1922—Continued

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	Unit kv-a.
SYSTEM—25 Cycles—Continued										
1	1	M.E. Co.	400	3	400	Y	Y	....	.....	.....
4	12	C.W. Co.	15,000	1	180,000	Y	△	no	spares	.....
1	3	C.W. Co.	15,000	1	*c* 45,000			....	.....	.....
3	9	M.E. Co.	200	1	*d* 1,800	Y	△	....	.....	.....
SYSTEM—25 Cycles										
4	12	W.E. & M. Co.	3,000	1	36,000	Y	△	none	.....	.....
2	6	C.W. Co.	3,000	1	18,000	Y	△	none	.....	.....
1	3	C.G.E. Co.	150	1	450	△	△	3	P.T. Co.	25
1	3	C.W. Co.	1,500	1	4,500	△	△	2	P.T. Co.	50
								1	C.W. Co.	60
					58,950					235
1	1	C.C.W. Co.	1,500	3	1,500	△	Y	1	C.G.E. Co.	550
1	1	C.G.E. Co.	1,500	3	1,500	△	Y	....	.....	.....
SYSTEM—Continued										
.....	4	C.W. Co.	750	1	3,000	63500*m*	13200*m*	....	.....	.....
.....	1	G.E. Co.	750	1	750	63500*m*	13200*m*	....	.....	.....
.....	4	C.G.E. Co.	750	1	3,000	63500*m*	13200*m*	....	.....	.....
.....	1	M.E. Co.	75	3	75	26400*m* / 13200△	4000Y / 2300/575 △	....	.....	.....
.. ..	3	P.E. Co.	75	1	225	26400*m* / 13200	2300*m* / 575	....	.....	.....
.....	1	M.E. Co.	750	3	750	*m* 26400Y / 13200	4000*m* / 2300/575 △	....	.....	...
.....	2	C.C.W. Co.	1,500	3	3,000	*m* 45700Y / 26400 / 13200△	*m* 4000Y / 2300 / 575△	....	.....	.....
.....	7	C.G.E. Co.	5,000	1	35,000	63500*m*	26400*m* / 13200	....	.....	.....
.....	2	C.W. Co.	5,000	1	10,000	63500*m*	26400*m* / 13200	....	.....	.....
.....	2	C.C.W. Co.	1,500	3	3,000	*m* 26400Y / 13200	4000Y*m* / 2300△	....	.....	.....
.....	1	M.E. Co.	50	3	50	26400*m* / 13200△	4000Y*m* / 2300/575 △	....	.....	.....
.....	1	C.W. Co.	2,500	1	2,500	63500*m*	26400*m* / 13200	....	.....	.....
.....	1	M.E. Co.	50	3	50	26400*m* / 13200	4000*m* / 2300/575 △	....	.....	.....

TABLE OF TRANSFORMING STATION

Station				Circuits			
				High voltage		Low voltage	
System number	Name	Date placed in operation	Type of building	Volts	No.	Volts	No.
							SEVERN
S 1	Midland dist. sta.	Aug. 27, 191/	brick special	22,000	3	2,300	5*e*
S 2	Penetang dist. sta.	Nov. 1911	brick special	22,000	1	2,200	4*e*
S 4	Barrie dist. sta.	Mar. 1913	brick special	22,000	1	2,300	5*e*
S5–10	Collingwood Electric Castings dist. sta.	May 7, 1922	G. brick	22,000	1	575	1
S 5	Collingwood dist. sta.	1913	brick special	22,000	4	2,300	2*e*
S 6	Coldwater dist. sta.	1913	G. brick	22,000	1	2,300	1
S 7	Elmvale dist. sta.	May 27, 1913	G. brick	22,000	1	2,300	1
S 10	Stayner dist. sta.	Sept. 1913	G. brick	22,000	1	4,000	2
S 11	Midland (G.T.R. Tiffin) dist. sta.	Sept. 15, 1922	brick special	22,000	2	575	1
S 17	Pt. McNicoll dist. sta.	Feb. 1921	P. outdoor	2,200	1	575	1
S 18	Waubaushene dist. sta.	Nov. 13, 1914	E. brick	22,000	1	2,300	1
S 19	Victoria Harbor dist. sta.	July 1, 1914	brick special	22,000	1	2,300	1
S 20	Big Chute gen. sta.	July 17, 1914	concrete special	22,000	3	2,200	0
S 21	C.P.R., Pt. McNicoll	July 15, 1916	brick special.	22,000	2	575	1
S 22	Camp Borden dist. sta.	June 29, 1916	brick special.	22,000	1	2,200	3*e*
S 32	Alliston, dist. sta.	May 23, 1918	H. brick	22,000	1	4,000	1
S 33	Beeton dist. sta.	July 26, 1918	P. outdoor	22,000	1	4,000	1
S 34	Tottenham dist. sta.	Sept. 19, 1918	P. outdoor	22,000	1	4,000	1
S 35	Cookstown dist. sta.	Apr. 25, 1918	P. outdoor	22,000	1	4,000	1
S 36	Thornton dist. sta.	Oct. 16, 1918	P. outdoor	22,000	1	4,000	1
S 37	Bradford dist. sta.	Sept. 6, 1918	H. brick modified	22,000 575	1 1	575 4,000	1 1
S98–2	Reserve equipment	May 3, 1921					
							EUGENIA
E 1	Eugenia gen. sta.	Nov. 18, 1915	brick special	22,000	6	4,000	2
E 2	Owen Sound dist. sta.	Nov. 18, 1915	brick special	22,000	2	2,300	4
E 3	Chatsworth dist. sta.	Nov. 18, 1915	H. brick	22,000	1	4,000	1
E 4	Chesley dist. sta.	June 18, 1916	G. brick	22,000	1	4,000	1
E 5	Dundalk dist. sta.	Nov. 18, 1915	H. brick	22,000	1	4,000	1
E 7	Durham dist. sta.	Nov. 18, 1915	H brick	22,000	1	4,000	2
E 8	Hanover dist. sta.	1918	G. brick modified	22,000	1	4,000 2,300	3 1
E 9	Mt. Forest dist. sta.	Nov. 18, 1915	G. brick	22,000	1	4,000	1
E10	Shelburne dist. sta.	Sept. 5, 1917	H. brick	22,000	1	4,000	2
E12	Orangeville dist. sta.	Feb. 1917	G. brick	22,000	1	4,000	2
E13	Grand Valley dist. sta.	Aug. 1917	H. brick mod.	22,000	1	4,000	2
E15	Kilsyth dist. sta.	Jan. 1, 1918	P. outdoor	22,000	1	4,000	1
E17	Elmwood dist. sta.	May 23, 1918	P. outdoor	22,000	1	4,000	1
E18	Priceville dist. sta.	Mar. 17, 1921	P. outdoor	22,000	2	2,200	1
E21	Teeswater dist. sta.	May, 1921	H. brick	22,000	1	4,000	2
E22	Wingham dist. sta.	April, 1921	G. brick	22,000	1	2,300	4
E24	Holyrood dist. sta.	April, 1921	outdoor special	22,000	1	4,000	2
E25	Kincardine dist. sta.	May, 1921	special brick	22,000	1	2,200	2
E26	Walkerton Quarry dist. sta.	Feb. 28, 1921	frame	22,000	1	2,300	2
E29	Durham, Russell dist. sta.	May 7, 1922	P. outdoor	22,000	2	575	1

Note.—For subnotes *a*, *b*, *c*, etc., see end of table.

DETAILS AS OF OCTOBER 31, 1922—Continued

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	unit kv-a.
SYSTEM—60 Cycles										
1	3	M.E. Co.	300	1	900	△	△			
1	3	C.C.W. Co.	200	1	600	△	△			
1	2	P.E. Co.	350	1	700	T	+			
1	2	C.G.E. Co.	350	1	700	T	+			
1	3	M.E. Co.	300	1	900	△	△			
1	3	C.G.E. Co.	400	1	1,200	△	△			
1	3	C.G.E. Co.	25	1	75	△	△			
1	3	C.W. Co.	75	1	225	△	△			
1	3	C.W. Co.	100	1	300	△	Y			
1	3	C.G.E. Co.	400	1	1,200	△	△			
1	3	P.E. Co.	15	1	45	△	△			
1	2	C.G.E. Co.	25	1	50	V	V			
1	1	C.W. Co.	100	1	100	1●	1●			
2	6	C.W. Co.	600	1	3,600	△	△	1	C.W. Co.	600
1	3	C.G.E. Co.	500	1	1,500	△	△			
1	3	C.W. Co.	125	1	375	△	△			
1	3	P.E. Co.	75	1	225	△	Y			
1	1	M.E. Co.	75	3	75	△	Y			
1	1	M.E. Co.	75	3	75	△	Y			
1	1	C.G.E. Co.	75	3	75	△	Y			
1	1	M.E. Co.	25	3	25	△	Y			
1	1	C.G.E. Co.	75	3	75	△	△			
1	3	C.G.E. Co.	15	1	45	△	Y			
.....	1	C.G.E. Co.	25	1	25	22,000*m*	2,300/575			
SYSTEM—60 Cycles										
2	6	C.W. Co.	900	1	5,400	△	△			
1	3	C.W. Co.	550	1	1,650	△	△			
1	3	C.G.E. Co.	25	1	75	△	Y			
1	3	C.G.E. Co.	100	1	300	△	Y			
1	3	C.G.E. Co.	50	1	150	△	Y			
1	3	C.G.E. Co.	50	1	150	△	Y			
2	2	P.E. Co.	750	3	1,500	△	△			
1	1	P.E. Co.	750	3	750	△	Y			
1	3	C.G.E. Co.	100	1	300	△	Y			
1	3	M.E. Co.	50	1	150	△	Y			
1	3	G.E. Co.	100	1	300	△	Y			
1	3	C.G.E. Co.	75	1	225	△	Y			
1	1	M.E. Co.	75	3	75	△	Y			
1	1	M.E. Co.	50	3	50	△	Y			
1	2	G.E. Co.	10	1	20	V	V			
1	3	C.G.E. Co.	50	1	150	△	Y			
1	3	C.G.E. Co.	250	1	750	△	△			
1	3	C.W. Co.	100	1	300	△	Y			
1	3	C.W. Co.	125	1	375	△	△			
1	3	M.E. Co.	150	1	450	△	△			
1	3	M.E. Co.	100	1	300	△	△			

TABLE OF TRANSFORMING STATION

System number	Name	Date placed in operation	Type of building	Circuits: High voltage Volts	High voltage No.	Low voltage Volts	Low voltage No.
							WASDELLS
W 1	Wasdells Falls dist. sta.	Sept., 1914	concrete special	22,000	2	2,300	2
W 2	Beaverton dist. sta.	Sept., 1914	G. special brick	22,000	1	4,000	1
W 3	Cannington dist. sta.	Sept., 1914	G. brick	22,000	1	4,000	1
W 6	Kirkfield dist. sta.	April 22, 1920	H. concrete	22,000	1	575	1
				4,000	1	575	1
W 7	Greenbank dist. sta.	Sept., 1922	P. outdoor	22,000	1	4,000	1
							MUSKOKA
M 1	South Falls gen. sta.	Sept., 1916	brick special	22,000	1	6,600	1
M 2	Huntsville dist. sta.		G. brick special	22,000	1	2,300	1
							ST. LAWRENCE
L 1	Cornwall trans. sta.	May 1, 1919	brick	110,000	2	44,000	2
L 2	Prescott dist. sta.	Mar., 1914	G. outdoor	44,000	1	2,400	3
L 3	Brockville dist. sta.	April, 1915	brick	44,000	1	2,400	3
L 4	Winchester dist. sta.	July 18, 1914	G. brick	26,400	1	4,000	1
L 5	Chesterville dist. sta.	Aug. 3, 1919	S. outdoor mod.	26,400	1	4,160	1
L 6	Cornwall Howard Smith Paper Co. dist. sta.	June 15, 1919	brick	44,000	1	600	7
L 7	Williamsburg dist. sta.	Dec. 24, 1920	outdoor	26,400	1	2,400	1
L13	Martintown dist. sta.	May 25, 1921	R. outdoor	44,000	1	4,160	1
L14	Apple Hill dist. sta.	Feb. 22, 1921	S. outdoor mod.	44,000	1	4,160	1
L15	Alexandria dist. sta.	Jan. 18, 1921	S. outdoor mod.	44,000	1	4,160	1
L21	Morrisburg dist. sta.	Oct. 1, 1922	outdoor	44,000	1	26,400	1
L98	Reserve						
							RIDEAU
H 1	High Falls gen. sta.	May 1, 1920	concrete	25,400	1	4,160	
H 2	Perth dist. sta.	Feb. 27, 1920	G. brick mod..	26,400	1	2,300	2
H 3	Smiths Falls dist. sta.	Sept. 15, 1918	stone	25,400	1	2,400	3
H 5	Carleton Place dist. sta.	May 31, 1920	brick	26,400	1	2,200	4
H 8	Balderson dist. sta.	Sept. 29, 1921	R. outdoor	26,400	1	2,400	1
H 9	Kemptville dist. sta.	Nov. 28, 1921	R. outdoor	25,400	1	4,160	1
							THUNDER BAY
P 1	Nipigon gen. sta.	Dec. 20, 1920	concrete special	110,000	1	12,000	2
P 2	Pt. Arthur trans. sta.	Dec. 20, 1920	wood frame and gunite special	110,000	1	22,000	3
P231	Pt. Arthur dist. sta.		brick special	22,000	4	2,200	8
							CENTRAL ONTARIO AND TRENT
C 3	Sidney term. sta.	1911*k*	brick special	44,000	3	6,600	6
C 6	Brighton trans. sta.	1911*k*	brick special	44,000	1	4,160	1
C 7	Colborne trans. sta.	1912*k*	brick special	44,000	1	2,400	1
C10	Ranney Falls gen. sta.	1922	concrete special and stone	44,000	1	6,600	
C11	Seymour gen. sta.	1909*k*	special stone	44,000	2	2,400	3
C13	Cobourg trans. sta.	1911*k*	brick special	44,000	1	2,400	4
C14	Healey Falls gen. sta.	1914*k*	brick special	44,000	3	6,600	1
C16	Port Hope trans. sta.	1912*k*	brick special	44,000	1	2,400	3
C18	Auburn gen. sta.	1912*k*	brick special	6,600	4	2,400	2
C19	Auburn trans. sta.	1912*k*	brick special	44,000	1	6,600	2

Note.—For subnotes *a*, *b*, *c*, etc., see end of table.

DETAILS AS OF OCTOBER 31, 1922—Continued

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	Unit kv-a.
SYSTEM—60 Cycles										
2	6	C.W. Co.	150	1	900	△	△	1	C.W. Co.	150
1	3	C.W. Co.	100	1	300	△	Y			
1	3	C.W. Co.	100	1	300	△	Y			
1	3	P.E. Co.	75	1	225	△	△			
1	3	M.E. Co.	10	1	30	Y	△			
1	1	C.G.E. Co.	150	3	150	△	Y			
SYSTEM—60 Cycles										
1	3	C.G.E. Co.	400	1	1,200	△	△			
1	3	C.G.E. Co.	300	1	900	△	△			
SYSTEM—60 Cycles										
1	3	C.G.E. Co.	5,000	1	15,000	Y	Y	1	C.G.E. Co.	5,000
								4	C.G.E. Co.	1,250
1	1	P. E. Co.	300	3	300	Y	△			
2	2	C.G.E. Co.	750	3	1,500	Y	△			
1	3	C.G.E. Co.	50	1	150	△	Y			
1	1	C.G.E. Co.	300	3	300	△	Y			
1	1	C.G.E. Co.	1,500	3	1,500	Y	△			
1	1	C.G.E. Co.	750	3	750	Y	△			
1	1	M.E. Co.	30	1	30	[illegible]	[illegible]			
1	1	P.E. Co.	150	3	150	Y	Y			
1	1	P.E. Co.	300	3	300	Y	Y			
1	1	P.E. Co.	300	3	300	Y	Y			
1	1	P.E. Co.	300	3	300	Y	△			
1	1	C.G.E. Co.	750	3	750	△	△			
						25,400	600			
SYSTEM—60 Cycles										
3	3	P.E. Co.	750	3	2,250	△	Y			
1	3	C.W. Co.	200	1	600	△	△			
1	1	C.G.E. Co.	750	3	750	△	△			
1	3	P.T. Co.	250	1	750	△	△			
1	1	M.E. Co.	*l* 30	1	30	..	..			
1	1	P.E. Co.	150	3	150	△	Y			
SYSTEM—60 Cycles										
1	3	C.G.E. Co.	8,000	1	24,000	Y	△	1	C.G.E. Co.	8,000
1	3	C.G.E. Co.	4,000	1	12,000	Y	△	1	C.G.E. Co.	4,000
2	6	S.Co. of C.	750	1	4,500	Y	△	1	S.Co. of C.	750
SYSTEM—60 Cycles										
3	3	C.W. Co.	3,000	3	9,000	Y	△			
1	3	C.G.E. Co.	100	1	300	△	△			
1	1	C.G.E. Co.	100	1	100	..	..			
2	2	C.G.E. Co.	4,500	3	9,000	Y	△			
4	4	C.W. Co.	1,125	3	4,500	Y	Y			
1	1	C.G.E. Co.	300	3	300	Y	△	1	C.G.E. Co.	300
1	1	C.G.E. Co.	750	3	750	Y	△			
3	3	C.W. Co.	3,750	3	11,250	Y	△			
1	1	C.G.E. Co.	750	3	750	Y	△			
1	1	C.G.E. Co.	300	3	300	Y	△			
1	3	C.G.E. Co.	200	1	600	△	△			
2	2	C.G.E. Co.	1,875	3	3,750	Y	△			

TABLE OF TRANSFORMING STATION

Station				Circuits			
				High voltage		Low voltage	
System number	Name	Date placed in operation	Type of building	Volts	No.	Volts	No.
			CENTRAL ONTARIO AND TRENT				
C 20	Peterboro trans. sta.	1912*k*	spec. met. frame	6,600	4	2,400	9
C 22	Newcastle trans. sta.	1911*k*	brick special	44,000	1	2,400	1
C 23	Bowmanville trans. sta.	1912*k*	brick special	44,000	1	2,400	3
C 24	Oshawa trans. sta.	1911*k*	brick special	44,000	1	4,160	7
C 25	Millbrook trans. sta.	1912*k*		44,000	1	2,400	1
C 26	Omemee trans. sta.	Jan. 17, 1918	outdoor special	44,000	1	4,160	1
C 29	Lindsay trans. sta.	1912*k*	brick special	11,000	2	4,160	2
C 30	Fenelon Falls gen. sta.	....*k*	brick special	11,000	2	600	1
C 31	Norwood trans. sta.	Jan. 12, 1921	S. outdoor mod. special	44,000	1	4,160	2
C 32	Deloro trans. sta.	1909*k*	brick special	44,000	1	600	1
C 33	Madoc trans. sta.	1909*k*	brick special	44,000	1	4,160	4
C 34	Sulphide trans. sta.	1910*k*	brick special	44,000	1	2,400	3
C 36	Pulp Mill trans. sta.	1909*k*	concrete special	44,000	1	2,400	3
C 37	Trenton trans. sta.	....	brick special	6,600	2	4,160	2
C 38	Belleville trans. sta.	1910*k*	brick special	44,000	1	2,400	6
C 39	Belleville Cement Co.	1911*k*	brick special	44,000	1	600	*j*
C 40	Point Anne Quarries trans. sta.	1910*k*	brick special	44,000	1	600	4
C 41	Lehigh Cement trans. sta.	1911*k*	brick special	44,000	1	600	*j*
C 42	Deseronto trans. sta.	1911*k*	brick special	44,000	1	2,400	3
C 43	Napanee trans. sta.	1912*k*	brick special	44,000	1	4,160	2
C 44	Kingston trans. sta.	1917	brick special	44,000	1	2,400	5
C 45	Wellington trans. sta.	Mar 25, 1919	S. outdoor	44,000	1	4,160	2
C 46	Picton trans. sta.	Mar. 6, 1919	S. outdoor	44,000	1	2,400	2
C 47	Marmora trans. sta.	Dec. 14, 1920	outdoor special	44,000	1	2,400	1
			NIPISSING				
Z 1	Nipissing gen. sta.	1909*k*	brick special	22,000	1	2,200	1
Z 2	Powassan dist. sta.	1909*k*	brick special	22,000	1	2,400	1
Z 3	Callander dist. sta.	1909*k*	sheet metal, special	22,000	1	2,200	1
Z 4	North Bay dist. sta.	1909*k*	brick special	22,000	1	2,200	1
Z 98	Reserve equipment	Sept. 7, 1921					

a. Includes one constant-current street-lighting feeder, the property of the municipality.
b. Includes two constant-current street-lighting feeders, the property of the municipality.
c. Not yet in service on October 31, 1922.
d. On construction feeder. Transformers brought from Whirlpool and Montrose.
e. Feeders are the property of the municipality.
f. Date placed in temporary service, the installation was completed on January 30, 1916.
g. Remodelled station.

DETAILS AS OF OCTOBER 31, 1922—Continued

Transformers										
Active								Spare Single phase except where otherwise stated		
No. of banks	No. of units	Make of units	Unit kv-a.	Phase rating of unit	Total kv-a.	Banks connected H.V.	Banks connected L.V.	No.	Make	Unit kv-a.
SYSTEM—60 Cycles—Continued										
4	4	C.G.E. Co.	750	3	3,000	Y	△			
1	1	C.G.E. Co.	100	1	100					
2	2	C.G.E. Co.	750	3	1,500	Y	△			
2	2	C.G.E. Co.	1,500	3	3,000	Y	Y	1	C.G.E. Co.	750
2	2	C.G.E. Co.	750	3	1,500	Y	Y			
1	1	C.G.E. Co.	100	1	100					
1	3	M.E. Co...	40	1	120	Y	Y			
2	2	C.G.E. Co.	750	3	1,500	Y	Y			
1	1	C.G.E. Co.	750	3	750	Y	Y			
2	6	C.G.E. Co.	135	1	810	△	△	1	C.G.E. Co.	135
								1	C.G.E. Co.	750
1	1	P.E. Co.	300	3	300	Y	Y			
1	3	C.W. Co.	250	1	750	△	△			
3	3	C.G.E. Co.	300	3	900	Y	Y			
2	2	C.C.W. Co.	240	3	480	Y	△			
2	2	C.W. Co.	1,125	3	2,250	Y	Y			
2	6	C.G.E. Co.	100	1	600	△	Y			
1	1	C.G.E. Co.	750	3	750	△	Y			
3	3	C.G.E. Co.	750	3	2,250	Y	△			
2	2	C.G.E. Co.	750	3	1,500	Y	△			
1	1	C.G.E. Co.	100	1	100					
2	2	C.G.E. Co.	300	3	600	Y	△			
4	4	C.G.E. Co.	750	3	3,000	Y	△			
2	2	C.G.E. Co.	300	3	600	Y	△			
2	2	C.G.E. Co.	300	3	600	Y	Y			
3	3	C.G.E. Co.	750	3	2,250	Y	△			
1	1	C.G.E. Co.	300	3	300	Y	Y			
1	1	C.G.E. Co.	300	3	300	Y	△			
1	1	M.E. Co...	50	1	50					
SYSTEM—60 Cycles										
1	3	P.E. Co....	900	1	2,700	△	△			
1	3	C.G.E. Co.	50	1	150	△	△			
1	2	A.C.B.	50	1	75	V	V			
		C.G.E.	25							
1	3	C.W. Co.	450	1	1,350	△	△			
.	3	C.W. Co.	300	1	900	22,000	2,200			

h. Operation taken over by the Hydro-Electric Power Commission in August, 1916.
i. Temporary.
j. Feeders, other than those shown, are owned by customers.
k. Operation taken over by the Hydro-Electric Power Commission in March, 1916.
l. Transformer good for 50 kv-a. at 44,000 volts.
m. Voltage rating.
n. Includes one feeder owned by the municipality.

SECTION V

HYDRAULIC ENGINEERING AND CONSTRUCTION

During the past year much valuable work was initiated and brought to completion by the Hydraulic department. This included the completion of the St. Lawrence River report, which is now before the International Joint Commission for consideration. Steady progress has been made on the Queenston-Chippawa development; four units having been placed in operation, with the prospect of number five being ready shortly.

On the Central Ontario and Trent system, the Ranney Falls development has been completed, and the units put on commercial load.

In addition to these major activities, surveys and hydraulic studies have been made in considerable number, with the result that many valuable data, respecting the regimen and regulation of our provincial rivers have been obtained.

The Commission has, as previously, acted in an advisory capacity to many of the municipalities, in some cases rendering more practical assistance by making surveys and drawing up plans.

These matters are referred to at greater length below.

NIAGARA SYSTEM

QUEENSTON-CHIPPAWA DEVELOPMENT

Hydraulic Construction

The method of procedure for the completion of the canal and power house has been fully described in the report of this department for 1921.

Briefly, the status of the work in November, 1921, was as follows:

At the power house, foundations were in place for three main turbines, with two of the turbines set in position. The building was completed sufficiently to house units Nos. 1 and 2, at that time being erected. Some work had been done in preparing the foundation for No. 4 turbine. The penstock for unit No. 1 was in position and work was proceeding on the erection of penstocks for unit No. 2 and the service units.

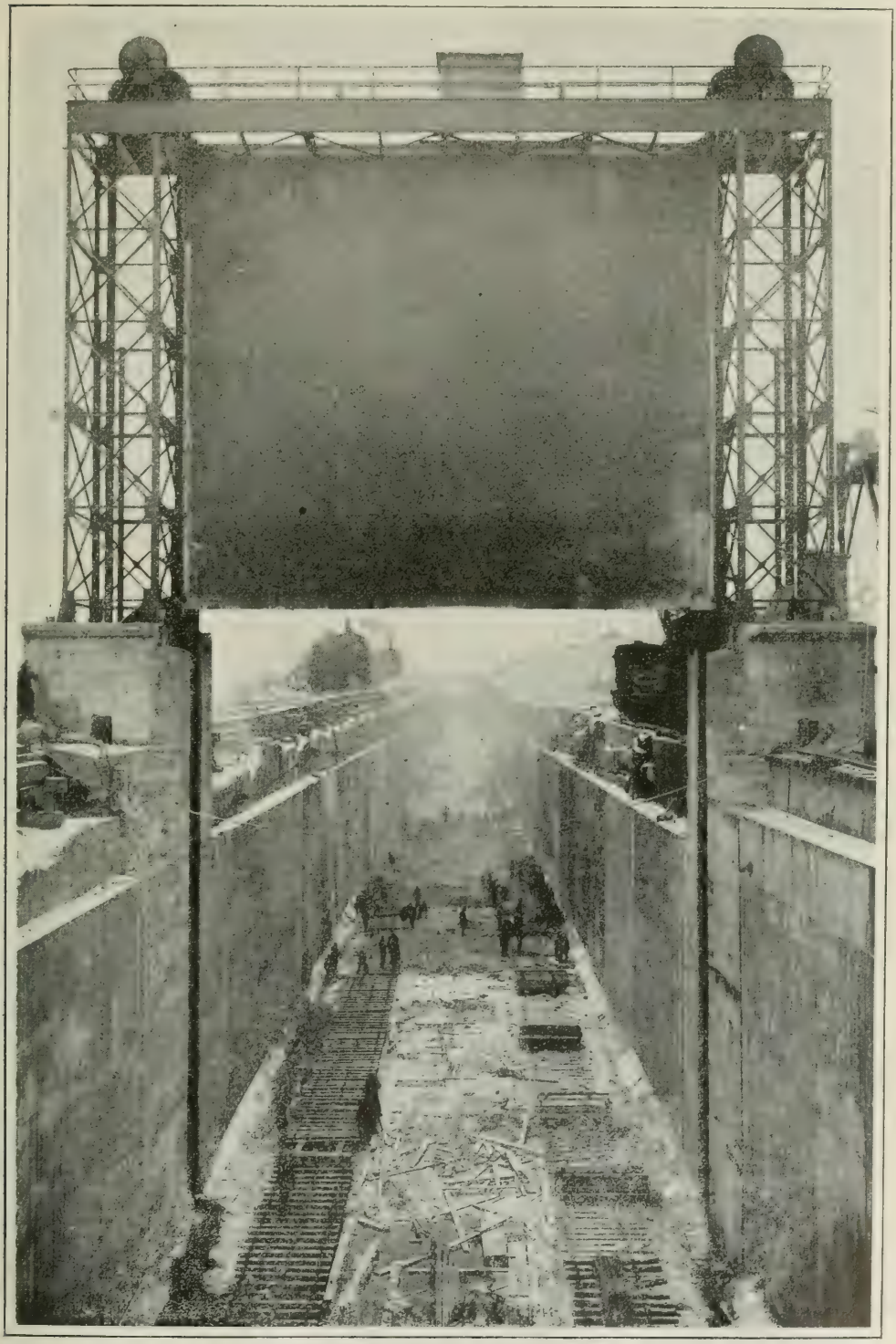
The substructure for the screen-house was practically complete for the nine units, and superstructure erected for six units. The shaft for the main elevator was under construction.

The forebay was complete, except for cleaning-up.

The canal was in an advanced stage of construction. The five large shovels were working on a schedule to complete excavation about the end of November, and these shovels were being followed by scaling operations and six complete lining plants. Practically all of this work was going on in the section between Lundy's Lane and Montrose.

The control-gate at Montrose was being assembled.

The work was in progress on the construction of the double-track bridge crossing the canal on the main line of the Michigan Central railroad at Montrose.



QUEENSTON-CHIPPAWA DEVELOPMENT

Control Gate near Montrose. Men clearing the canal preparatory to admitting water. December 22, 1921

The dredge "Boone" was still working at Chippawa in preparation for the coming year's work.

The work done during the fiscal year 1922 resulted in the completion of the canal; further extension of the power house; river dredging and the construction of the initial installation of the intake at Chippawa.

Power House

During the year covered by this report, the power house was extended to provide for the first five units and the temporary end was under construction to house in this section of the building. Four turbines and Johnson valves were practically complete, and the fifth turbine and valve under construction. All five main penstocks were complete, as was also the service penstock.

Erection was proceeding with the administration building, at the south end of the screen-house, and the placing of structural steel in the main elevator shaft.

On December 24, water was admitted to the canal and forebay, and the power house was officially opened by the turning on of No. 1 unit on December 28, 1921. (See frontispiece.) Units went into commercial operation as follows:

No. 1 unit on January 26, 1922.
No. 2 unit on March 16, 1922.
No. 3 unit on August 11, 1922.

Canal

Excavation of the canal was completed on November 30, 1921; three of the five shovels finishing their assigned work within three days of this date.

The concreting of the floor and walls of the canal was finished on December 21, and immediately thereafter all of the excavating and concreting plants were withdrawn from the canal; about 5,000 tons of construction plant being removed from the lined section of the canal in the five succeeding days.

During the latter stages of the work, the dredge "Hennessey" was working in the vicinity of the dam between the dry section of the canal and that which had been excavated by dredging, and on December 24, 1921, the remainder of the core between the two sections was removed and water was allowed to enter the canal through a small channel, thus supplying water to turn over the first unit at the power house.

Dredging was continued for a month thereafter at this point, in order to provide a sufficient waterway for operation purposes.

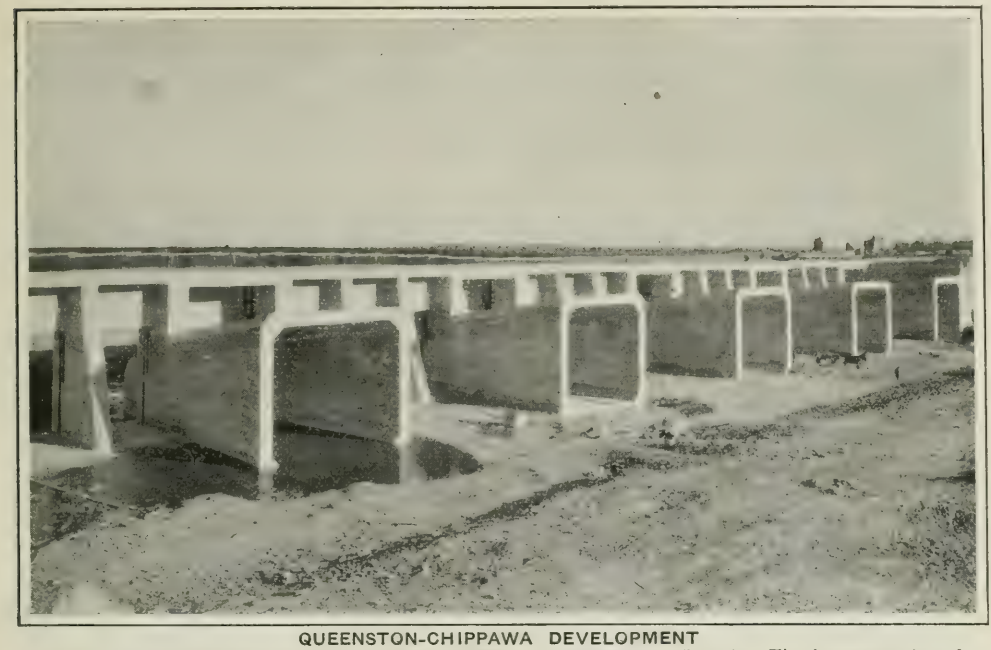
Intake and River Section

The dredge "Boone" was shut down on November 8, 1921, having completed its work for the season. By that date the cofferdams, surrounding the site of the intake structure, had been finished and unwatering was commenced.

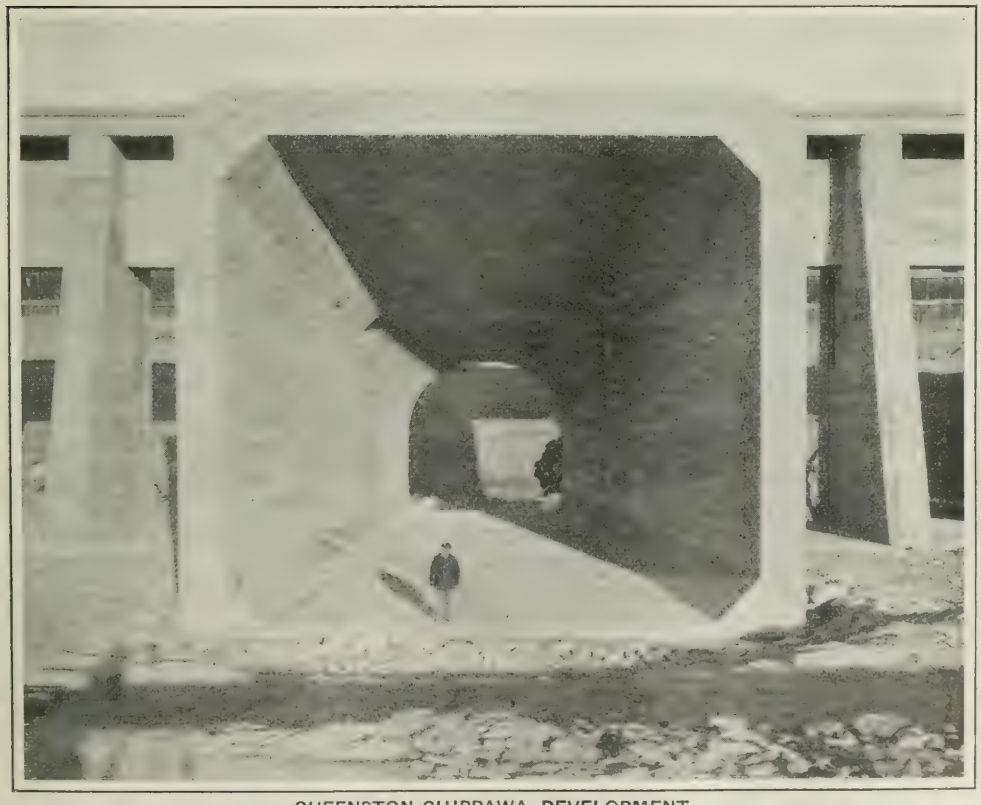
The site of the intake was completely unwatered and pumps were maintained in operation for about a month. By this time it was proved that the cofferdams were watertight, and it was then decided to discontinue pumping. In the spring, water had risen within the cofferdams to a considerable height, owing to the natural drainage which reached it from the land side.

In April, 1922, a contract was let to Messrs. Tomlinson, Macaw and Macdonald, of Winnipeg, for the construction of the intake and ship channel at Chippawa, and active work in connection with this contract was commenced immediately after the final unwatering of the site in April.

This contract comprised the construction of a breast wall parallel to the direction of the flow of the Niagara river, containing six main openings with retaining walls at each end. Between the main structure and the upstream



QUEENSTON-CHIPPAWA DEVELOPMENT
Intake in the Niagara River at Chippawa. Diffuser Openings Nos. 5 to 1. The immense size of these structures may be appreciated by noting the figures of the men and team



QUEENSTON-CHIPPAWA DEVELOPMENT
Intake in the Niagara River at Chippawa. Looking out through No. 4 Inner Diffuser. The mouth of each of these openings measures 36 ft. wide by 32 ft. 9 in. high

shore, there is built a ship channel 80 feet in width, providing for the installation of a single pair of lock gates. The shore of the Niagara river above the ship channel is protected by crib-work for a short distance, and between the intake structure and the standard river section the slopes are protected by hand-laid rip-rap. The whole structure, including the inner basin, occupies an area of about 20 acres.

The work was prosecuted diligently throughout the summer, and the excavation was advanced sufficiently to permit of a start being made on the concrete structure on July 8, 1922.

The contract called for the completion of this work by December 1, 1922, and the progress of the work to date would indicate that the contractor will be able to meet the prescribed schedule in so far as the erection of the structure is concerned, although it is probable that the withdrawal of the sheet-piling in the cofferdam will not be accomplished until some time during the winter.

A contract was awarded in April, 1922, to Messrs. E. O. Leahey and Company, Limited, of Ottawa, for the dredging of the river section and the upper portion of the canal, to provide sufficient waterway for five units. The contractor immediately arranged for the construction of a new hydraulic dredge for this work, delivery of which was promised in July. Construction of this dredge was not carried on with sufficient speed to secure delivery by the date promised, and the contractor was requested to commence excavation using another dredge, which he leased for the purpose. This dredge started work about August 1, and continued during the year.

Parts of the new dredge "Stewart" commenced to arrive at Chippawa in July, and the contractor immediately commenced the installation of the machinery. This dredge was put in commission on October 26, 1922.

The first work undertaken was the removal of the earth in the vicinity of the Michigan Central Railway bridge at Montrose, which had been completed in July, and it is expected that the channel under this bridge will be in use in December, 1922. The dredge will then continue to excavate under the contract, first working in those localities requiring immediate attention.

Bridges

During the past year progress has been made on bridges across the canal. The M.C.R.-G.T.R. Main Line Arch which was completed last year has been backfilled. The M.C.R. Montrose Bridge was completed in August, the steel superstructure having been erected by the Canadian Bridge Company. With reference to the N.S. & T.R. Arch—the barrel of which was completed two years ago by the Commission—a contract was let, late in the summer, for construction of the wing walls, and a start has been made on this work. Contracts for the substructures, flooring and backfilling of the Highway Bridges at Lundys Lane, Portage Road and Thorold Road were let to Messrs. Campbell and Lattimore, and for the steel superstructures to the Canadian Bridge Company. The work was started in June and by the middle of September all the piers and abutments were finished. Since then the Bridge Company has made good progress with the superstructure of the Lundys Lane bridge.

SEVERN SYSTEM

Severn River

A reconnaissance survey and preliminary estimate was made with regard to developing power at Port Severn on the Severn river in conjunction with the

present canal scheme for the purpose of supplying the demand on the Severn system.

This development is situated at the point where the Severn river enters Georgian bay; there being at this location a fall of twelve to fourteen feet. During the canalizing of the river the Department of Railways and Canals placed a concrete dam at this point and installed a lock, leaving the necessary sluiceways for the development of power. The site of the power house is therefore well defined. The power developed at this plant would approximate 2,000 horsepower.

MUSKOKA SYSTEM

Muskoka River

The plant, owned and operated by the Commission and situated on the South branch of the Muskoka river, was purchased by the Commission from the municipality of Gravenhurst in 1914. Since that time an additional unit has been added, but, owing to the continuous and increasing demand from Gravenhurst and the surrounding municipalities, it has been necessary to purchase additional power for distribution from the Bracebridge municipal plant. As this supply is neither dependable enough nor large enough in quantity, it has therefore become necessary to install another pipe line and unit in the South Falls plant. This entails the development of further storage, and plans are now being prepared with the purpose in mind of proceeding with the work at an early date.

ST. LAWRENCE SYSTEM

St. Lawrence River

The Commission's Statement and Engineering Report, dealing with the development of the St. Lawrence river, was submitted to the International Joint Commission at a Public Hearing in Ottawa on November 14 and 15, 1921. The report is based on the surveys and investigations carried on during the past three years, and includes plans and estimates of three alternative schemes of development of the international reach of the river for power and navigation. A great amount of data regarding river discharge and elevation, topographic features, rock elevations, etc., have been collected and plotted. Numerous maps and diagrams on which this information is plotted are now on file in addition to those submitted in the report.

Studies have been continued of systems by which the out-flow from lake Ontario might be regulated in order to benefit power and navigation to the greatest extent possible, and observations have been made of the formation and movement of ice in the river.

THUNDER BAY SYSTEM

Nipigon Development

Owing to the rush schedule on the Nipigon development, and the necessity of producing commercial power by December, 1920, it was found that it would be impossible to complete the concrete dam before the winter season. It was

therefore decided to postpone construction until the following spring. In order, however, that water might be obtained in sufficient supply to operate the two machines installed, it was necessary to build a temporary rock-filled crib dam. This was placed in such a manner that it might be used as a cofferdam during construction of the concrete section which was to be placed a short distance down stream during the coming spring.

During construction of the main dam the flow of the river, over and above that necessary for turbine operation, was discharged through the supply pipes which had been built for future additions to the plant. The dam, which is of the concrete gravity type and built on solid rock, was completed during the latter part of 1921, after which the temporary cofferdam was removed.

The dam having been completed, little remained to be done except the building of the fishway. This was necessary in order to comply with the requirements of the Department of Game and Fisheries that means should be provided for fish to travel up and down the river.

CENTRAL ONTARIO AND TRENT SYSTEM

Ranney Falls Development

During the year the new development at Ranney Falls was practically brought to completion. The substructure being practically complete at the end of last year, work was begun on the erection of the equipment and superstructure, with the result that power was delivered on the line during the summer of 1922.

The intake for the plant is through sluiceways built by the Department of Railways and Canals at the time the Trent Valley canal was constructed. Through these, water enters the forebay, and thence is conducted to the wheels through concrete supply pipes and scroll cases. The turbines built and designed by the Boving Hydraulic Company, of Lindsay, Ontario, are of the vertical single discharge type, equipped with Moody draft tubes, and develop 5,000 horsepower each under 47-foot head when operating at a speed of 120 rev. per minute. The superstructure of the power house was finished in natural stone excavated from the power-house site, and therefore has an appearance in keeping with its surroundings.

Dams No. 8 and No. 9, Trent River

Owing to the continuously increasing demand for power on the Central Ontario system, it has been almost impossible to keep pace with the requirements of the municipalities, without seriously overloading all available plant. To eliminate this condition, and to provide a reasonable margin of capacity for future needs, plans and estimates have been made for the development of power at Dams No. 8 and No. 9 on the Trent canal, some five miles below Campbellford. At the time the Department of Railways and Canals constructed the waterway, provision was made at these points for future power development, so that any development scheme must be confined within certain prescribed limits and be approved by the Department.

It is proposed to develop Dam No. 8 for approximately 6,600 horsepower, and there is available here a head of about 36 feet. It is proposed to develop from the available head of 24 feet at Dam No. 9, about 4,000 horsepower.

NIPIGON DEVELOPMENT
Power House and Dam from North-West. November 1, 1921

NIPIGON DEVELOPMENT
Power House and Main Dam from East. October 29, 1921

Since these sites are very closely related, it is likely that construction will proceed on both at the same time.

The appropriation for this work has been secured, and construction will be commenced in the spring of 1923.

Trent River

During the past few years the Commission has retained in this district a competent engineer in order that complete studies might be made of the regimen of the Trent river and tributary streams. Stream-flow measurements have been made at various points, and efforts have been made to rate satisfactorily the power houses, in order that reliable flow records might be obtained.

Extensive studies have been made in order to determine the storage available on this river and the control of its flow, and very satisfactory results have been obtained.

Crow River

In order that the flow might be augmented for plants on the Trent river, studies have been made with regard to obtaining storage on the Crow River watershed. With this end in view, a dam was recently constructed at the outlet of Kashabog lake which impounded some 28,000 acre-feet. The investigation is proceeding and it is likely that in the near future further dams will be built on this watershed.

NIPISSING SYSTEM

South River

Owing to the increased demand on the Nipissing system and the ever-growing needs of the district, it was necessary that an additional source of power be obtained. With this end in view, a survey was made and plans drawn up for a possible development at Bingham chute on the South river. This site is near the village of Powassan. The head at the site is approximately 45 feet, permitting of a development of about 1,300 horsepower. An estimate was made and submitted to the Commission and the necessary appropriation having been authorized, construction will proceed as early in the spring of 1923 as weather permits.

MISCELLANEOUS

Aux Sable River

At the request of the municipality of Massey, situated on the Aux Sable river, a tributary of the Spanish river which flows into Georgian bay, a reconnaissance is being made to determine whether a satisfactory hydro-electric development could be made at that point to supply the town. Massey is a growing town near the north shore of the Georgian bay, which is served by the Canadian Pacific railway. Its chief industries are lumbering and the manufacture of pulp. It was considered locally that if there were a possibility of a development in the immediate vicinity, power for local requirements might be made available at reasonable rates.

Saugeen River

Owing to the increased needs of the district, it will be necessary shortly to augment the supply of power in the Eugenia district. With this end in view, a detailed survey was made some years ago of the Saugeen river in the vicinity of lake Huron. This scheme would provide somewhat over 100 feet of head and make possible a development of approximately 12,000 horsepower. Some further investigations will be necessary to establish definitely the feasibility and economy of this scheme.

Seguin River

Following the request of the municipality of Parry Sound, as mentioned in last year's report, further investigations were made with regard to the storage possibilities of the Upper Seguin River watershed. This entailed surveys, both instrumental and reconnaissance in nature, particularly since the municipality had for some time past been in trouble regarding drowned land claims for storage already developed. It was necessary, therefore, to survey and list these claims in order that the municipality might be able to make satisfactory settlement.

St. Mary River

At the request of the municipality of Sault Ste. Marie, a reconnaissance was made of the existing situation with regard to the possibilities of producing additional power from the St. Mary river for the use of the municipality. In connection with this, the Commission's engineers made a survey of the rapids and developed therefrom the contours along the river bank. Based on this survey, a preliminary report is in course of preparation.

Thessalon River

At the request of the municipalities of Thessalon and Bruce Mines, a reconnaissance survey was made of the power possibilities of the Thessalon river, to determine the advisability of developing power thereon for the joint use of both municipalities. A preliminary report was prepared and submitted to the municipalities for their information.

Vermilion River

At the request of the town of Capreol, a reconnaissance was made of the Vermilion river as a possible source of power supply for the municipality. The Vermilion river is a tributary of the Spanish river which flows into Georgian bay and on which good facilities for storage are available. Capreol is a divisional point on the Canadian National Railways system, and the shops for that division are located at this point. The surrounding country is noted for its wood-pulp industries and mineral deposits. The head obtainable at the proposed development is 25 feet, and approximately 650 horsepower could be developed.

SECTION VI

MUNICIPAL WORK

NIAGARA SYSTEM

General engineering assistance in connection with the operation of the local systems was given to the following municipalities:—

Ailsa Craig, Ayr, Barton Township, Beachville, Bolton, Brampton, Brantford, Burford, Burgessville, Caledonia, Chippawa, Clinton, Dashwood, Delaware, Dorchester, Drayton, Drumbo, Dublin, Dundas, Elmira, Fergus, Georgetown, Granton, Hagersville, Harriston, Ingersoll, Listowel, London, Lynden, Markham, Merritton, Milverton, Mitchell, Moorefield, Mount Brydges, New Hamburg, New Toronto, Niagara Falls, Niagara-on-the-Lake, Norwich, Otterville, Palmerston, Paris, Parkhill, Plattsville, Port Colborne, Port Credit, Port Dalhousie, Port Dover, Port Stanley, Princeton, Queenston, Seaforth, Simcoe, Springfield, St. Jacobs, St. Marys, Stamford Township, Strathroy, Tavistock, Thamesford, Thorndale, Thorold, Tillsonburg, Toronto Township, Waterdown, Waterford, Waterloo, Welland, West Lorne, Weston, Woodbridge and Woodstock.

Acton

Assistance was given the municipality in connection with the management of the local system and engineering advice was given regarding extensions to take care of new customers and increasing domestic loads.

Agincourt

General engineering assistance was given in connection with separating the distribution system in the village of Agincourt from the remainder of the township of Scarboro with which it was formerly operated. The village system was placed on a separate and satisfactory operating basis.

Alvinston

The distribution system in Alvinston was reconstructed by the Commission's staff on behalf of the village. A 4,000-volt line was constructed from Watford to Alvinston and the Alvinston system was made alive on March 22, 1922. Assistance was given to the local management in connection with supplying power customers and also in connection with putting the system on a satisfactory operating basis.

Aylmer

Owing to the increased use of domestic appliances during the year, extensions to the distribution system were required. The system originally was designed and installed to take care of a lighting load and the power requirements at that time. Engineering assistance was given to the local Public Utilities commission in connection with the extensions to the system and in matters of operation.

Belle River Village

By-laws for $13,500 were passed by this village on July 13, 1922, and work was commenced by the Commission's staff on the building of the street lighting and distribution system. Sufficient contracts were secured to put the system on a paying basis from the start.

Plans were completed for a 26,400-volt line from Essex station to the village, and arrangements were made for the construction of an outdoor-type station at Belle River. It is anticipated that power can be supplied about December, 1922.

Burford

During the past few years the municipality of Burford has been considerably extending its system. In 1922 it became necessary to issue additional debentures for $4,000, to take care of extensions. Engineering assistance was given to the municipality in connection with this work.

Chippawa

Engineering assistance was given to the municipality regarding increased transformer capacity on its distribution system and also regarding various matters in connection with the operation of the system.

Dutton

During the year assistance was given to the local system management in connection with extensions required to handle electric range loads in the village, and also from time to time with the operation of the system.

Embro

Assistance was given to the local management in connection with the obtaining of a contract to supply the local chopping and flour mill with electric power and the making of an extension to serve the plant. From time to time the local management was guided in the handling of the system.

Etobicoke Township

The distribution system was greatly extended during the year, general supervision and engineering assistance being given in connection with this work. Additional debentures amounting to $30,000 were issued by the township to provide for the new construction.

Exeter

Engineering service during the year was given the local management re the necessary changes to their distribution system to take care of domestic appliances installed in the municipality.

Ford City

This municipality was originally supplied by a system constructed by the Hydro-Electric Power Commission and operated by Walkerville. It was deemed desirable, however, to make arrangements for Ford City to finance its own system.

By-laws for $63,000 were submitted on January 2, 1922, and the system was purchased by the municipality from the Hydro-Electric Power Commission and from the municipality of Walkerville. A contract was arranged with the Commission and arrangements were made for power to be supplied through the Walkerville substation.

Forest

On April 9, 1922, the Forest distributing station and the Forest system was changed from 2,200 to 4,000 volts, and additional station equipment installed to supply the village of Thedford.

Galt

The new office building and substation was completed and formally opened on July 28, 1922. It is located in the centre of the city and is, therefore, advantageously situated both from a distribution and service standpoint. The building and equipment is modern in all respects, all switching being electrically operated by remote control from the operating room. This station receives all the power used by the city at 13,200 volts, and, in addition to the 2,200-volt feeders, has two outgoing 13,200-volt lines to local substations.

The office part of the building has, in addition to the general office, a large display and storeroom for domestic appliances. An extensive merchandising business is carried on for the benefit of the consumers and a wiring department is also maintained to complete the service which is supplied.

Goderich

Additional demands for power necessitated some changes in the system to supply a large elevator company and a number of other large consumers. Assistance in connection with plans, etc., was given by the Hydro-Electric Power Commission.

Hensall

Assistance was given to the local superintendent respecting a few extensions to improve the local service and also to improve the power-factor of the distribution system. Advice was also given in connection with matters pertaining to the operation of the local system.

Hespeler

The changes in the distribution system referred to in the 1921 report have been practically completed. The general increase in power load and the increased use of domestic appliances has necessitated increasing the capacity of the transformers in the local substation.

Kitchener

Conferences have been held with the engineers of the Commission in regard to new stations and circuits to supply the ever increasing loads. Considerable changes and revisions have been made in the distribution system in addition to new lines on King Street East.

Lambeth

As the local village distribution system required changes to provide better service for domestic loads, the Trustee Board of the village requested assistance to make the necessary changes. The services of an expert lineman were secured to overhaul the distribution system in general and improve the service.

Lucan

During the year engineering assistance was given the local commission respecting extensions to the local distribution system to improve the domestic service in the village, these extensions being necessary as a result of the larger use of domestic appliances. Matters of local management were taken up from time to time during the year.

Merlin

A by-law was passed on January 2, 1922, and plans were completed for the rebuilding of the street lighting and distribution system. The building of a 26,000-volt line from the Fletcher tap on the Tilbury line to Fletcher was arranged for; also the construction of an outdoor-type station at Fletcher and a 4,000-volt line to be constructed from the station to Merlin. Power will be supplied to the Ontario Farmers Drainage Company at Fletcher for its brick and tile works. Power will be available early in December.

Milton

Estimates were prepared and arrangements made for extending the system to supply additional customers. Engineering advice was also given in connection with proposed betterments to the system to take care of domestic service.

Mimico

Assistance was given in connection with betterments and extensions to the distribution system and with the issue of $20,000 debentures to provide both for serving additional customers and for the provision of heavier lines and equipment made necessary by the additional use, on a large scale, of ranges and other domestic appliances.

Niagara Falls

To provide for the large increase in power consumption during the year, due chiefly to large growth in domestic uses, it became necessary to increase the substation capacity and also that of the lines. Engineering assistance was given to the municipality and debentures were issued by it to the extent of $100,000 for this work.

Port Colborne

Engineering assistance was given to this municipality on account of the extensive reconstruction of its distribution system necessitated by the heavy increase of domestic use of power. Debentures to the extent of $14,000 are being issued to cover this work and to provide for a rapidly increasing load.

Port Dalhousie

Owing to the fact that the municipality's distribution system was becoming old it became necessary to spend a considerable amount of money on its maintenance in order to bring it up to standard construction. Approximately $5,000 was spent on this work and on the many necessary extensions and increases to transformer capacity.

Port Dover

Engineering assistance was given to this municipality in obtaining an increased number of consumers on its system.

Preston

The distribution system was changed from 2,200 to 4,000 volts and new circuits erected in order to facilitate the removing of all poles from the main street. Plans were prepared for the remodelling and completion of the distribution system, made necessary by the steady increase in load of power customers and domestic users.

Riverside

This municipality was originally supplied by a system constructed by the Hydro-Electric Power Commission and operated by Walkerville. It was considered desirable, however, to make arrangements for Riverside to finance its own system.

By-laws for $29,500 were submitted on January 2, 1922, and the system was purchased from the Hydro-Electric Power Commission and from the municipality of Walkerville. A contract for power was entered into with the Commission and arrangements were made to construct a 4,000-volt feeder from Walkerville distributing station to supply not only the town of Riverside but also Tecumseh and St. Clair Beach. Power will be supplied on the standard Hydro basis about November 1, 1922.

Rodney

Assistance was given to the local management with an extension to serve a power consumer. Assistance was also given from time to time in connection with the operation and management of the system.

St. Clair Beach

By-laws were submitted on January 2, 1922, for $6,500, for the building of a new distribution system. A contract for power was entered into with the Hydro-Electric Power Commission. The new distribution system was constructed for the municipality by the Walkerville Hydro system, and arrangements made to supply power about November 1, 1922.

St. Thomas

Engineering assistance was given to the local commission from time to time during the year on extensions to the local system, including an extension to the Michigan Central Railway plant where a 375-horsepower synchronous motor is to be installed in the coming year as well as additional 13,200-volt transformer capacity.

Assistance was given the local commission in connection with changes in the waterworks' feeder, and changes in the station and extensions.

Scarboro Township

Supervision was kept over the numerous extensions and betterments to the distribution system necessary to provide service to many additional customers.

Money and enabling by-laws were passed providing for the management as a separate unit, and on the same basis as an urban municipality, of that portion of the distribution system lying within a defined area in the southern part of the township. Estimates were prepared covering the cost of the distribution system so set apart.

Stratford

The increasing demand for current, especially for domestic appliances, was responsible for the request by the municipality for assistance in purchasing additional station equipment. Plans are being prepared for changing from 2,300 volts delta to 2,300 volts "Y" and a 1,500-kv-a. transformer has been ordered for the local substation. The Appliance department, which has been carried on successfully during the year, has rendered a much needed service, as shown by the volume of sales.

Tecumseh

This municipality was originally supplied by a system constructed by the Hydro-Electric Power Commission and operated by Walkerville. It was considered desirable, however, to make arrangements for Tecumseh to finance its own system.

By-laws for $18,500 were submitted on January 2, 1922, and the system was purchased from the Commission and from the municipality of Walkerville. A contract for power was entered into with the Hydro-Electric Power Commission and arrangements were made to construct a 4,000-volt feeder from Walkerville distributing station to supply Tecumseh, Riverside and St. Clair Beach. Power will be supplied on the standard Hydro basis about November 1, 1922.

Thedford

A 4,000-volt line from Forest to Thedford was constructed by the Hydro-Electric Power Commission and the local distribution system was remodelled and put into operation on May 18, 1922. Assistance was given to the local management to put the system on a satisfactory operating basis, a number of good power customers being secured.

Thorold

During the year the municipality installed a 100-kw., 2,300-volt, 3-phase, 25-cycle generator to replace the old single-phase, 60-cycle unit. The new generator is now being used to suppress the peak on the municipality's system. This generator is operated by water power on the old Welland canal, which power has been used by the municipality for some years. To provide for this new plant and also for extensions to its distribution system, additional debentures to the extent of $5,000 were issued by the municipality.

Wallaceburg

A contract was entered into with the Dominion Sugar Company for the supply of power for the operation of its electric furnaces. Power was formerly generated by the company itself by the operation of large gas engines. The 26,000-volt line from Wallaceburg Junction to Wallaceburg was double circuited and an extension was made to the plant of the company. Power was first taken by the company on March 1, 1922.

Wellesley

Assistance was requested in connection with increasing the capacity of the local system. Some extensions were made and the secondary systems enlarged and improved.

York Township

As a preliminary to taking over the portion of the distribution system of the Toronto and Niagara Power Company lying in the township a complete inventory and valuation was made of this system. A valuation was also made of the distribution lines of the Toronto Suburban Railway system in the township.

Numerous estimates were checked and street lighting and power rates set for extensions to the existing distribution system, which belongs to the township and is operated for it by the Toronto Hydro-Electric system.

Zurich

An investigation of the service to the local flour and chopping mill was made. Assistance was also given to the local management during the year.

NIAGARA SYSTEM—RURAL*

Beamsville Rural Power District

As a result of meetings held in Grimsby, Beamsville, Vineland, Jordan Station, Campden and Tintern, approximately 300 contracts have been obtained. About 50 miles of line is now being constructed to give service to these parties. This work involved the construction of a 12,000-volt line from St. Catharines to Beamsville and Grimsby, at which points substations are being constructed to take care of this load. This district is developing very rapidly, especially in small fruit farms and the canning industry. Service will be available early in the coming year.

Belle River Rural Power District

Public meetings were held in this district in the latter part of 1921 and the early part of 1922, and local committees, canvassing in the district after the meetings, obtained contracts sufficient to build 16 miles of line to serve 35 farm contracts and 72 hamlet contracts. Construction work is proceeding by the Commission's staff, and power will be supplied in December of this year from the new distributing station which is being constructed at Belle River.

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*NOTE:—In the descriptions of work carried on in the rural districts of the various systems there are references to certain classes of rural consumers. These classes of service are described as follows:

Class I: Hamlet service includes service in hamlets, where four or more customers are served from one transformer. This class excludes farmers and power users. Service is given under three sub-classes as follows.

1-A: Service to residences where the installation does not exceed six lighting outlets or twelve sockets. Use of appliances over 600 watts is not permitted under this class.

1-B: Service to residences with more than six lighting outlets or twelve sockets, and stores. Use of appliances over 750 watts permanently installed is not permitted under this class.

1-C: Service to residences with electric range or permanently installed appliances greater than 750 watts.

Special or Unusual loads will be treated specially.

Class II-A: House Lighting—Includes all contracts where residences cannot be grouped as in Class I. This class excludes farmers and power users.

Class II-B: House Lighting—Includes lighting of small farms that cannot be grouped as in hamlets. This will include power for miscellaneous small equipment and single-phase motors not to exceed 2-horsepower, or an electric range. Range and motor not to be used simultaneously.

Class III: Light Farm Service—Includes lighting of farm buildings, power for miscellaneous small equipment, power for single-phase motors, not to exceed 3-horsepower demand, or electric range. Range and motors are not to be used simultaneously.

Class IV: Medium Single-Phase Farm Service—Includes lighting of farm buildings and power for miscellaneous small equipment, power for single-phase motors, up to 5-horsepower demand, or electric range. Range and motor are not to be used simultaneously.

Class V: Medium 3-Phase Farm Service—Includes lighting of farm buildings and power for miscellaneous small equipment, power for 3-phase motors, up to 5-horsepower demand, or electric range. Range and motor are not to be used simultaneously.

Class VI: Heavy Farm Service—Includes lighting of farm buildings and power for miscellaneous small equipment, power for motors up to 5-horsepower demand, and electric range, or 10-horsepower demand without electric range.

Class VII: Special Farm Service—Includes lighting of farm buildings, power for miscellaneous small equipment, power for 3-phase motors from 10- to 20-horsepower demand, and electric range.

Class VIII: Syndicate Outfits—Includes any of the foregoing classes which may join in the use of a syndicate outfit, provided the summation of their relative class demand ratings is equal to the kilowatt capacity of the syndicate.

Brant Rural Power District

During the year 7 miles of line was constructed in this district on which approximately 80 consumers will receive service. These lines are feeders from the present Brantford township system.

Chatham Rural Power District

Rural meetings were held in the district in the summer and fall of 1921 and sufficient contracts obtained to build 23 miles of line to supply 70 farm contracts and 24 hamlet contracts. Power was first turned on to these lines May 5, 1922, by an extension of the distributing lines of the Chatham Hydro-Electric system, power being metered at the city limits. These lines were constructed for the Commission by the Chatham Hydro-Electric system, which also looks after the operation. Additional contracts are being signed and it is expected that at least 10 miles of line will be added to the system during the coming year.

Chippawa Rural Power District

An underground line was constructed from Chippawa to Stevensville, a distance of 8.45 miles, to give service to 59 consumers of class 1, 3 of class 2, 14 of class 3, and 2 of class 7. This line was made alive on July 11, 1922. A request has also been made by the township of Bertie to construct a street lighting system in Stevensville, with 25 100-watt lamps. Operation is being taken care of by Stamford Township system.

Delaware Rural Power District

Public meetings were held in this district and assistance was given in securing contracts which enabled the Commission to construct 10.5 miles of rural line to serve 24 farm and 34 hamlet contracts in the hamlet of Melbourne and the rural vicinity. Sufficient contracts have been secured to permit the building of a line to Komoka and east on the third concession of Lobo township, approximately 8 miles in length. It is expected that the necessary agreement will be signed with the township and that this line will be built during 1923. The operation of this system is looked after by the Commission.

Dorchester Rural Power District

Public meetings were held in this district and assistance was given in securing contracts which enabled the Commission to construct 28 miles of line to serve 121 hamlet and 97 farm contracts. Actual construction was commenced on November 1, 1921, and completed on May 1, 1922. Estimates were prepared on street lighting for the police village of Belmont.

Drumbo Rural Power District

Meetings were held in Drumbo, Princeton, Bright and Wolverton, as a result of which 65 contracts have been obtained, 48 of which are consumers of class 1, 9 of class 3, and 8 of class 4. In all, 7.05 miles of line were constructed, and were made alive on August 10, 1922.

Exeter Rural Power District

Meetings were held in the township of Stephen and the cost to serve the rural users with electric current on 20-year contracts was fully explained. After the necessary contracts were obtained, an investigation into the local conditions was made in the field. Arrangements were made to construct a distribution system to serve 128 rural consumers, 25 of which were farmers and 103 hamlet consumers, during the last half of the year. As street lighting was required

in the township, estimates of the cost and the rates to serve, as well as the procedure to be followed as per Part II (a) covering street lighting in townships were explained to those interested. After the requirements were carefully carried out as per the Act, the street lighting system was installed in Crediton and Centralia. Arrangements were made for the operation of the local system so that good service could be obtained at as low an expense as possible.

Galt Rural Power District

The district was started in North Dumfries township by lines on the east and west river road south to Galt approximately three miles in extent, serving 18 customers. These lines are operated for the Commission by the Galt Public Utilities Commission.

Jordan Rural Power District

As a result of meetings held in the district, service was given on May 20, 1922, to 23 hamlet consumers and 1 farm consumer on 1½ miles of line. Additional farm contracts numbering 24 have been obtained in the district and approximately 7 miles of line are being constructed to give service to these prospective customers.

London Rural Power District

Public meetings were held in this district and assistance was given in securing contracts which resulted in the building of 5 miles of line to serve 17 hamlet and 11 farm contracts. This work was commenced on October 9, 1922, and will be completed before the end of November, 1922. It is expected that approximately 10 miles of line will be added to this district during 1923. This district, in conjunction with the Dorchester Rural Power District, is operated by the Hydro-Electric Power Commission, thus keeping the operating costs at a minimum.

London Township—Voted Area

An investigation was made of the conditions in the Broughdale district to take care of extensions to serve additional consumers. Changes were made in the primary construction at the Thames River bridge, as requested by the Township Council, and the capacity of the primary lines was increased. Estimates were prepared and arrangements made for the issuing of additional debentures by the township to take care of this work.

Lynden Rural Power District

An underground line was constructed from Lynden substation to Jerseyville, a distance of 5.5 miles, to give service to 21 consumers of class 1, 13 of class 3, and 1 of class 4. This line was made alive on February 9, 1922. It is expected that during the coming summer, as a result of meetings held in this district, a line will be extended north from Lynden to Sheffield, a distance of approximately 8 miles, to give service to 20 farmers and to 15 hamlet consumers.

Niagara Rural Power District

Service was given to this line on January 18, 1922, to 7 consumers of class 3, 3 of class 4, and 2 of class 7. As a result of meetings held in the district, it is expected that lines will be constructed to give service to approximately 25 consumers of class 3, and 30 hamlet consumers.

Preston Rural Power District

The original Preston Rural district, which consisted of a line from Preston high-tension station to Breslau, has been increased by the acquisition of the Blair and Doon systems and by an extension to Freeport and Centreville. Sufficient contracts have been received to warrant the extension of the Preston-Breslau line to Bridgeport and Bloomingdale. This system now consists of 15 miles of line serving 140 customers. It is expected that another line will be built towards New Germany. When this is completed, the township of Waterloo will have Hydro lines practically throughout the entire township. This rural district is operated by the Commission, a local superintendent being employed.

Ridgetown Rural Power District

Public meetings were held in the district in the years 1920-21 and sufficient contracts were obtained to warrant the building of 24 miles of line to serve 55 farm consumers and 67 hamlet consumers. These lines were constructed by the Construction department of the Commission and power turned on to the lines on March 10, 1922, by connecting to the Highgate 4,000 volt feeder supplied from the Commission's distributing station at Ridgetown.

Included in this district is the street lighting and distributing system in Rondeau Provincial park, the street lighting system consisting of 57 100-watt standard street lamps. This part of the district was put in operation in July, 1922.

St. Jacobs Rural Power District

A line has been built from the St. Jacobs station to the village of Conestogo. There are at the present time 52 consumers on approximately 3 miles of line. This line is operated by the Commission, the superintendent of the Preston Rural Power district being employed.

Saltfleet Rural Power District

On February 14, 1922, the lines in the Saltfleet rural power district were made alive and service is now being given to nearly 600 consumers. This rural power district is being operated by the Commission and an operating staff is located at Stony Creek.

Sandwich Rural Power District

Meetings were held in the years 1921-22 and sufficient contracts were obtained to warrant the construction of 5½ miles of line to supply 7 farm contracts and 28 hamlet contracts. Construction work was carried on for the Commission by the Windsor Hydro-Electric system and the Walkerville Hydro-Electric system, power being supplied by each of the respective systems to the lines in their vicinity. Power was turned on to these lines in August, 1922.

Simcoe Rural Power District

As a result of meetings held in Port Dover, 5 class 3 consumers were attached to the Simcoe-Port Dover line. It is expected that during the coming year service will be given to a large number of summer cottages west of Port Dover as well as to the Regal Poultry Feed Company, who will require approximately 30 horsepower. During the year rural meetings were held in the townships of Stamford, Humberstone, Crowland, Thorold, Pelham, Grantham, Louth, Clinton and Woodhouse.

Stamford Rural Power District

During the year a line was constructed from the Stamford Hydro-Electric System line westward on Lundy's Lane to serve the hamlets of Allanburg and the Beaverboard industrial sub-division, to give service to 123 consumers of class 1, 6 of class 3 and 1 of class 2. Approximately 6.5 miles of line was constructed. A request has also been made by the township of Thorold that a street lighting system be erected in Allanburg. This system is being operated by the Commission by the Stamford township system.

Tavistock Rural Power District

Sufficient contracts have been received to warrant the building of rural lines from Tavistock to Shakespeare, a distance of 3 miles, to serve 40 customers. The construction work has been commenced and it is expected service will be given soon.

Wallaceburg Rural Power District

Public meetings were held in the years 1921-22, and canvassing for contracts undertaken by local committees. Contracts were obtained for 15 miles of line for 42 farm contracts and 18 hamlet contracts; also 2 power contracts of 30 horsepower each for power to two large drainage schemes. Construction work was undertaken by the Wallaceburg Hydro-Electric system on behalf of the Hydro-Electric Power Commission and it is expected power will be supplied early in 1923.

Welland Rural Power District

A line approximately one-half mile in length was constructed to give service to 38 hamlet consumers and was made alive on April 14, 1922.

Woodstock Rural Power District

Public meetings were held in this district and as a result of the efforts of the committees appointed at these meetings sufficient contracts were obtained to warrant the construction of 56 miles of rural line to serve 152 farmers and 74 hamlet consumers. Construction was commenced in this district on July 17, 1922, and it is expected that it will be completed by the end of the year. Eight street lights were installed in Innerkip and it is likely that this number will be increased during the coming year. The operation of this district is taken care of by the Commission, a local superintendent being employed who assists the consumer in every way possible.

ESSEX COUNTY SYSTEM

Extensions were made to the distributing systems in the towns on this system and heavier capacity supplied to take care of additional consumers and of the increased use of electricity caused by the more extensive use of domestic appliances.

Additions to the street lighting system were made in the town of Kingsville and preliminary investigations were made and a scheme was submitted to the council in Leamington for an ornamental lighting system in the business section.

Changes were made in the distributing system in the town of Essex so that primary lines and transformers were taken off the main street in the business section. This action greatly improved the appearance of the street.

SEVERN SYSTEM

As has been customary in the past years, engineering assistance of a general nature was rendered to all of the municipalities comprising this system. The local officials of the various towns were advised concerning the construction of extensions to distributing lines; service to new customers; the application of rates; the soliciting of new customers and installations on the premises of same; the purchasing of proper types of equipment; and in all matters pertaining to detailed operation. The operating statements of each individual system were analyzed for the purpose of ascertaining the accuracy of existing rates and the revision of such, if necessary. This assistance was given the following municipalities: Alliston, Barrie, Beeton, Bradford, Coldwater, Collingwood, Cookstown, Creemore, Elmvale, Midland, Penetanguishene, Port McNichol, Stayner, Thornton, Tottenham, Victoria Harbour, and Waubaushene.

The combined demands of the Severn System municipalities having become such during the year as to require the entire capacity of the Big Chute generating station, additional power plant capacity was found to be necessary to supply future demands, and an investigation was made to determine the most feasible source of such supply. This investigation involved a study of the possibility of increasing the output at the Big Chute plant by replacing the existing units with others of greater output; or, the construction of a development at Port Severn at the mouth of the Severn river at Georgian bay and operating the same in parallel with the Big Chute plant; or, connection to the Muskoka system by means of a transmission line between the South Falls generating station and Waubaushene or Coldwater—additional power to be obtained by constructing an extension to the power house at that location—or, a connection to the Niagara system through the Eugenia lines between Mount Forest and Harriston; or, a second pipe line at the Eugenia development. Any one of these possibilities would provide for the extra power requirements of the Severn system. The merits of these various methods of securing an additional supply of power are still being considered, but it is anticipated that a decision will be made at once and construction undertaken early next year. As a temporary means of providing for the power requirements of the district until such time as the permanent arrangements have been completed, an agreement for the period of one year was executed with the town of Orillia whereby a guarantee of 800 horsepower was secured from the town covering the delivery of this amount of power to the Big Chute generating station. A meeting was held at Barrie on July 25, at which representatives of all the Severn System municipalities were present, as well as several of the Commission's staff, to discuss any and all matters of a general nature pertaining to the operation of the system, such as rates, cost of power, details of administration, etc. At this meeting an Association was formed to be known as "The Association of Municipalities of the Severn System." Officers for the coming year for carrying on the work of the Association were elected at this meeting.

Collingwood

A considerable increase in the demand of this municipality during the year, amounting to approximately 30 per cent. over last year, has been obtained, and there is every indication that the local system will soon recover from the industrial slump which occurred at the close of the War. A new substation was provided and equipped by the local Utility with the assistance of the Commission, for the supply of power to an industry manufacturing electric castings

for the general trade, three 300-kv-a. transformers were installed by the Commission for this station. The power is used for the purpose of operating an electric furnace. This Company's property was formerly used as a large munition plant during the War. The Shipyard and Dry Dock and other large industries are also beginning to utilize previously established demands. These loads, together with the demands of a new industry recently secured by the town, will enable the local system to recover completely the load of previous years.

Midland

A contract was executed between the Commission and the Grand Trunk Railway of Montreal covering the supply of approximately 1,000 horsepower to the company's elevator located in this municipality in the portion known as Tiffin. To serve this customer, approximately 2,000 feet of 22,000-volt line was constructed, as well as a brick substation equipped with a bank of three 400-kv-a. transformers together with the necessary switching and protective equipment. Arrangements were completed during the year by the local system with the assistance of the Commission for serving a large flour mill. This customer is taking about 600 horsepower and is being served at 22,000 volts through its own substation.

SEVERN SYSTEM—RURAL

Following up the efforts of previous years in connection with rural service to various townships served from the Severn system, public meetings were held at different locations, committees organized and assistance given to the various committees which had previously been appointed. Meetings were held at Cookstown and Thornton for Essa township, and at Glencairn, Everett and Lisle for Tossorontio township. Additional work was performed in Innisfil township and investigations were made covering service at various points located within the township boundaries. A meeting was held with the council of the township of Medonte and all details in connection with rural service were explained, covering service out of Coldwater station. Special work was performed in other townships throughout the system, details of which are given throughout this report.

Flos Township

Various public meetings were held in this township at Phelpston and Elmvale, especially covering service to rural customers in the hamlet of Phelpston and the vicinity, and a canvass of this district resulted in securing approximately 20 contracts. Estimates and rates were prepared and submitted to the local officials.

Nottawasaga Township

The rural line out of Collingwood station for serving this township, the construction of which was begun last year, was completed during the current year and service is now being given to 56 customers. Additional customers have been added from time to time throughout the year, and extensions to the original line were made at various points.

Oro Township

Following up the preliminary work performed in this township during past years in connection with rural service, an agreement was executed between the township council and the Commission covering general distribution of power within the township limits, but more particularly for service to the summer resort district in the vicinity of Shanty Bay, 25 individual contracts having

been signed between the township and consumers. Approval covering the capital expenditure for this work has already been given and construction of the necessary lines for serving the various customers will be undertaken early next spring. It is anticipated that a considerable farm load will develop from this initial installation.

Sunnidale Township

Having obtained an insufficient number of contracts, both at Wasaga Beach and in the vicinity of Stayner, it was found impossible to proceed with the construction of rural lines in the township during the current year. A further canvass has been made, however, and revised estimates prepared, and approximately 50 additional contracts secured. A delegation from the district discussed details of service with the Commission covering the erection of all poles for the Wasaga Beach line. With the revised rates on the basis of this tender, there is every indication of the construction of the Wasaga Beach line being undertaken early next spring, with service given to approximately 105 contracts (total number of contracts signed to date). It is also anticipated that this number of customers will be increased to approximately 200 as soon as the lines are completed and service is available. Whereas this line will be constructed primarily for serving the summer resort district at Wasaga Beach, and whereas all the contracts signed to date cover summer cottages, there is no doubt but that a large number of farmers will avail themselves of the opportunity of taking power from this line as soon as its construction has been completed.

EUGENIA SYSTEM

Engineering assistance pertaining to operation in general was given to the various municipalities of this system throughout the year. The local officials of the individual systems were advised on matters concerning rates, extensions to distributing lines, the soliciting of new business, the installation of proper types of equipment, and details pertaining thereto. Special attention was given to several new towns added to the system last year. The operating statements of the various local systems were analyzed to determine the necessity of rate revision where such was found to be necessary. This assistance was given to the following municipalities: Arthur, Chatsworth, Chesley, Dundalk, Durham, Elmwood, Flesherton, Grand Valley, Hanover, Holstein, Kincardine, Lucknow, Markdale, Mount Forest, Neustadt, Orangeville, Owen Sound, Priceville, Ripley, Shelburne, Tara, Teeswater and Wingham.

An investigation was made covering the purchase of the system now owned by Mr. J. M. Deagle, of Orangeville, including a development located near the forks of the Credit river, and serving the villages of Alton and Erin, and part of the town of Orangeville. A power survey was made of the district served by this company with the idea of ascertaining the possible demands of other municipalities in the vicinity, in addition to the demands of the three previously mentioned, and also to ascertain the possibilities of serving various industries located in the district. After holding various conferences and giving the matter very careful consideration, it was decided that it would be impossible for the Commission to purchase this system and operate it for the benefit of the various municipalities adjacent to the development, as the possible demands for power were insufficient to warrant the purchase price plus the capital necessary to rebuild and reconstruct the plant.

A meeting was held at Durham on May 15, at which representatives of all the municipalities on the Eugenia system were present, as well as represen-

tatives of the Commission's staff, to discuss matters pertaining to the cost of power and the basis on which such cost was determined, as well as matters pertaining to the operation of the development and the transmission of power to the various municipalities served by the system. At this meeting an association was formed known as the "Association of the Eugenia System Municipalities," an executive committee was appointed and officers duly elected for the coming year.

An investigation was made to determine the possibility of securing additional power for the Eugenia system, various schemes being considered such as the construction of a transmission line between the nearest point on the Niagara system at Harriston and Mount Forest, and the installation of a frequency changer set at the latter point; the construction of a development on the Saugeen river near Port Elgin; and the construction of a second pipe line at the Eugenia plant, bringing the output of same up to 8,000 horsepower. A decision has not yet been made concerning these various schemes and the investigation will continue until sufficient data is available for the Commission to form conclusions as to which one of the three will be adopted. As far as can be ascertained at the present time, however, in all probability the second pipe line will be installed some time during the coming year.

Durham

A new outdoor-type substation was constructed, on property formerly owned by the National Portland Cement Company, consisting of three 100-kv-a. transformers with the necessary switching and protective equipment for the purpose of serving a customer requiring between 300 horsepower and 400 horsepower at that location. This industry was started on a small scale two or three years ago and has been the means of greatly increasing the power demand of the town, and has completely compensated for the loss of the National Portland Cement Company's load.

Meaford

Revised rates and estimates were prepared and submitted covering delivery of hydro-electric power to this municipality. The valuation of the local system previously prepared was checked and various meetings were held with the town council for the purpose of devising some means of making settlement with the local privately-owned system now serving the town, so that same could be acquired and the municipality served with Hydro power from the Eugenia plant. To serve the town with Hydro power, an extension of the transmission lines to Meaford would be required, together with the construction of a stepping-down station suitable for delivering the power at distribution voltage. An enabling by-law was submitted to the ratepayers qualified to vote thereon at the last January elections and was carried by a large majority. A money by-law authorizing a debenture issue to cover the purchase of the local system and the rebuilding of same will be submitted to the ratepayers at the coming January elections.

Paisley

Estimates and rates were prepared and submitted covering the delivery of Hydro power to this municipality and every possible assistance was rendered to the local officials in completing arrangements accordingly.

It is proposed to construct a 4,000-volt line out of Chesley to Paisley capable of serving rural customers desirous of obtaining electrical energy for farm purposes. As soon as a sufficient number of contracts are obtained in Paisley to guarantee the revenue required to pay the cost of service, a transmission line will be constructed.

Walkerton

Arrangements were completed for serving the Hanover Cement & Stone Company's quarry, located near the town of Walkerton, and formerly the property of the Commission. The Commission retained possession of the substation for the purpose of making use of it as a distributing centre for rural power requirements in the adjacent district as well as to supply power to the company.

EUGENIA SYSTEM—RURAL

Following up the work performed in various townships throughout the Eugenia system during the past years, assistance was rendered to the various townships in the preparation of estimates and rates, the holding of public meetings, discussions with various local officials, the formation of committees to carry on local investigation and in all matters pertaining to rural service. This assistance was given specially to the following townships: Arran, Derby, Elderslie, Egremont and Howick.

Artemesia Township

Arrangements were made for serving the hamlet of Ceylon by an extension of the primary lines out of the village of Flesherton. A new contract, based on recent legislation, was executed between the township and the Commission, and 16 contracts were executed between individual customers and the township. This extension was placed in service on February 23. Arrangements were also completed for reconstructing the distributing lines in the hamlet of Eugenia, and approval was given covering the necessary capital expenditure for carrying on the work. The reconstruction of these lines will be undertaken early next year.

Brant Township

The construction of approximately 1¼ miles of rural line in this township was completed for serving four farms in the vicinity of the Walkerton quarry substation and power was first delivered to these customers on February 15, 1922.

WASDELLS SYSTEM

At various times throughout the year engineering assistance and advice was given to the municipalities of the Wasdells system, on operating matters, on matters pertaining to rates, on extensions to distributing systems, concerning service to important individual customers, and in all matters pertaining to management and administration. Operating statements of the various local systems were analyzed to determine the necessity of rate revision where required. This assistance was given to the following municipalities: Beaverton, Brechin, Cannington, Sunderland and Woodville.

The lines of this system were extended south from Cannington to serve the municipalities of Port Perry and Uxbridge and the rural communities adjacent thereto, details of which are given elsewhere in this report.

Port Perry

A distributing system was designed for this municipality and the reconstruction of the existing system was undertaken by the local officials with the assistance of the Commission. This municipality receives its service from an extension of the Wasdells lines south from Cannington to a substation at Greenbank and power was first delivered during the month of October.

Uxbridge

A distribution system was constructed in this municipality by the local officials with the assistance of the Commission, and arrangements completed for receiving power from the extension of the Wasdells system south of Cannington with a substation at Greenbank. Hydro power was delivered to this municipality in October and assistance was given to the local officials in various matters pertaining to operation under the new conditions.

WASDELLS SYSTEM—RURAL

As in previous years considerable work was performed in the rural districts adjacent to the Wasdells system and forming a part thereof, such as submitting information at public meetings and making explanation to the various township councils and farmers interested concerning rates and the method of obtaining service. The townships for which this work was performed are as follows: Brock, Elgin, Mariposa, Reach, Scott and Thorah.

Mariposa Township

Various estimates and rates were prepared and submitted to prospective customers in this township and several meetings were held in the district and all matters pertaining to rural service carefully explained. It is anticipated that in the near future a line will be constructed in this township to serve rural customers as well as the villages of Little Britain and Mariposa.

Reach Township

A number of contracts were obtained in the hamlet of Greenbank adjacent to the substation constructed for the purpose of serving the municipalities of Uxbridge and Port Perry. The hamlet of Greenbank and the rural customers adjacent thereto will be served from the low-tension lines feeding the above mentioned municipalities out of Greenbank station. The approval for the government bonus and for the expenditure covering the construction of rural lines has been received and the construction work will be undertaken early next year. Various estimates and rates were prepared covering service to a number of farmers in the township adjacent to the town of Uxbridge and it is expected that several of these customers will take advantage of the existing low-tension line serving this municipality at the present time and will probably become connected during the coming year.

Thorah Township

A large summer resort load has been built up in this municipality adjacent to the town of Beaverton and operated by the local officials. Several extensions were made to the rural lines in this township throughout the year and a large number of new services added. At the present time approximately 84 customers located in the township outside of the municipality of Beaverton are being served from this rural system.

MUSKOKA SYSTEM

Engineering assistance and advice was rendered throughout the year to the municipalities of Gravenhurst and Huntsville, which receive service from this system. The operating statements of the two municipalities were analyzed to determine the necessity of rate revision and the equity of existing rates. The loads in both municipalities have grown to such an extent that the capacity

of the generating station has been reached and an investigation is in progress covering the construction of an extension to the development as well as the construction of a transmission line connecting the Muskoka system with the Severn system.

ST. LAWRENCE SYSTEM

Radical changes were made on the system during the year, to provide for the growth of load. Changes in the high-tension station at Cornwall were completed, increasing the capacity up to 15,000 kv-a. The station is now amply large enough to meet a considerable growth in load. During the spring and summer of 1922, the transmission lines were altered, so as to enable the system to operate at 44,000 volts, and at the end of the year the voltage on the system was changed from 26,000 to 44,000 volts. This work required changes in several stations, and the construction of a new station at Morrisburg to step down the power required north of Morrisburg from 44,000 to 26,000 volts. This is the only portion of the system now operating at 26,000 volts.

The Commission contracted during the year with the Eugene Phillips Electrical Works, Limited, for a supply of power at Brockville, to operate its plant, which was undergoing construction at this point. The contract calls for delivery of 1,100 horsepower, which may be increased up to a maximum of 3,000 horsepower.

The Cornwall Pulp and Paper Company ceased operations in its plant in December, 1921, and has not yet resumed.

Alexandria

Assistance was given to this municipality on several occasions, in connection with obtaining additional power consumers. The demand for power for this system for1922 has increased approximately 60 per cent over the demand taken in 1921, due to increased demand of additional power and lighting consumers.

Apple Hill

The demand of this police village for 1922 shows an increase of over 200 per cent over the demand taken in 1921, due to increase in the number of lighting consumers and a power load.

Avonmore

During the year several meetings were held in the vicinity of Avonmore, for the purpose of obtaining the co-operation of rural residents, to link up the rural supply with the requirements of the police village, but no results have been obtained as yet. Assistance was given the police trustees in obtaining contracts for service from residents of the police village, but sufficient contracts were not obtained to justify the police trustees in proceeding with the project of obtaining a supply of power, without the rural district in this vicinity joining in a plan of extending lines to serve it.

Aultsville

Both by-laws were carried by the ratepayers of this police village in January, 1921, and it was proposed to erect a small substation at a point near the village, to meet the requirements of the village, and adjacent territory.

Assistance was given the police trustees in obtaining contracts for service from residents of the village, but sufficient contracts were not obtained to ensure revenue to meet cost, and consequently further action was deferred.

Cardinal

Requests were received from the council of the village for estimates on the cost of power and a distribution system. The plan proposed was to supply the requirements of this municipality from a substation erected within the village, at a point on the existing high-tension line. Estimates on cost of power and distribution system were submitted to the municipality, and an engineering report was furnished its officials on the value of the present plant.

Casselman

In order to obtain the co-operation of the rural district, to link up with this municipality, public meetings were held during the year in this rural district, but the interest of the rural residents was not obtained, and consequently the project of supplying power to the village of Casselman was deferred, as sufficient demand could not be obtained in the village itself to warrant an extension from Maxville.

Chesterville

A large part of the power sold in this municipality is delivered to a Condensed Milk Company, and in spite of the prevailing depression in the marketing of such products, the Company's demands for power have maintained. An effort is being made to build up a load in the district around the municipality and to extend the service to other municipalities east of the village, in order to effect a reduction in the cost of delivering the power.

Finch

By-laws for supply of Hydro power were submitted to the ratepayers in January, 1921, and carried with a large majority. It was proposed to supply this village from a low-tension line from Chesterville, and to have the rural community along the line receive service. Some work has been done to obtain this, and further effort will be made to find an economical way of serving the municipality.

Lancaster

Assistance was given to the officials of this village in obtaining additional consumers on the system, and also in obtaining the interest of rural residents in the vicinity to take service from extensions to the Lancaster system. The demand of this municipality is about 200 per cent more for 1922 than for 1921.

Martintown

The number of lighting consumers has been increased during 1922, but no power consumers have contracted for service. The power required by this police village has increased about 250 per cent in 1922.

Maxville

The demand of this village shows an increase of about 100 per cent over the demand for 1921. There was a gradual increase in the number of lighting consumers, but no increase in the number of power users during the year. Assistance was given to this municipality respecting additional power consumers.

Newington

This municipality passed by-laws for Hydro service in January, 1921, and it was proposed to supply the police village from an extension from Finch, but no action was taken during the year.

South Lancaster

A request was received from the police trustees for an estimate on the cost of power and a distribution system. Both estimates were submitted, but further action was not taken by the trustees on account of the possibility of an insufficient number of residents taking service. Arrangements have been completed whereby those residents who want service are to be supplied as part of the Martintown rural district.

St. Isadore de Prescott

By-laws for Hydro power were carried by the ratepayers of this police village in January, 1921, but further action was deferred, pending the co-operation of the rural residents in extending a line to this municipality and the village of Casselman.

Williamsburg

The service from the small transformer substation erected to supply this municipality has been satisfactory, and an improvement over the preceding year, when a serious interruption occurred.

Winchester

The demand of this municipality is practically the same as for 1921. There was an increase in the number of lighting consumers, but no increase in power consumers.

Winchester Springs

Further action was deferred concerning a supply of power to this police village, pending the decision of the rural residents to enter into the scheme. Some preliminary plans were prepared on a scheme to erect a small special transformer station which would serve the village, but would not permit of extending service to the adjoining rural community.

ST. LAWRENCE SYSTEM—RURAL

During the year preliminary engineering was carried on in established rural districts, as well as in rural districts not established.

Work in the following approved rural districts on the St. Lawrence system was taken up:

Alexandria District

Public meetings were held in this district in 1921, but no requests were received for further information in 1922.

Apple Hill District

Several public meetings were held during the year in this district, at which a representative from the Commission was present to explain the basis on which power is distributed to rural residents.

Chesterville District

Rural residents in this district have been receiving a supply since April, 1921, and during 1922 there was an extension of the line to supply additional farmers. A readjustment of rates was also made, in order to make them conform to a scheme now adopted throughout all rural sections.

Maxville District

Several public meetings were attended by a representative of the Commission.

Prescott District

This district is now being supplied with power out of Prescott substation by the Commission. This district includes the village of Spencerville, in which there are 44 consumers, and since the advent of Hydro, a new sash and door factory has been erected, which will use about 20 horsepower. A number of farmers in the vicinity are now using Hydro power.

In response to a petition, estimates have been submitted for street lighting in Spencerville.

RIDEAU SYSTEM

The amount of power taken by the Rideau system has shown a considerable increase during the year 1922. The municipalities of Kemptville and Lanark have been added to the system, and the Grenville Crushed Rock Co. has contracted with the Commission for a supply of power for the next three years. The various industrial plants in the other municipalities have maintained their loads, and there has been the usual normal increase in the lighting and appliance service in all the municipalities on the system. Only a small portion of the power required was purchased from the Rideau Power Company. The greater part of the load was met by the Commission's plant at High Falls.

The financial statement of the system reflects the results of this increase in the sale of power and the loading of a generating plant.

Carleton Place

Improvements have been carried out on the distribution system in Carleton Place, and all primary wires and old construction have been removed from the main street. Owing to the increasing power load, demand meters have now been installed on all power consumers, resulting in a much more efficient check of sale of power, particularly in the large woollen mills in this town.

Grenville Crushed Rock Company

This company has contracted with the Commission for a maximum of 800 horsepower for a period of three years. The company has been taking power since May, 1922, and is using approximately 600 horsepower at present. This plant is closed through the months of the winter season.

Kemptville

The village of Kemptville was added to the system during this year, and to date has shown most satisfactory results. In addition to a good lighting load, the village is selling a considerable amount of power. The village is now enjoying a more efficient form of electric service than was ever experienced under old conditions, the improvement in street lighting being most marked.

Lanark

This village was added to the system during the last month of 1921, and has secured 107 consumers, and everything points to a successful year's operation. There is only a small demand for power during the day.

Perth

The power requirements in Perth have remained steady throughout the year., With prevailing rates, the municipality continues to show large surpluses in annual operation of the utility.

Smiths Falls

The load in this municipality has been increasing. Many new consumers have been connected to the system. Considerable economy in the local operation of this municipality has been effected during the year.

THUNDER BAY SYSTEM

The development at Cameron Falls on the Nipigon river, placed in operation last year, has given entire satisfaction and has provided ample power for the municipality of Port Arthur throughout the year. Advice and assistance was rendered to the Local Commission of Port Arthur in connection with serving certain large power customers. The load has been growing very rapidly in the municipality of Port Arthur and there is every indication that additional capacity will be required at the Nipigon development in a short time. Information was submitted to various large power customers in the city of Fort William concerning Hydro-Electric service from the Nipigon development, and a special effort was made to secure new business for the Thunder Bay system in that municipality. Negotiations were begun with the Kaministiquia Power Company concerning the interchange of power for emergency purposes between the two cities, and it is expected that an agreement will be completed for this purpose early next year. An illustrated pamphlet entitled "The Nipigon Hydro-Electric Power Development Constructed and Operated for the Municipalities of the Thunder Bay District by the Hydro-Electric Power Commission of Ontario," was prepared by the Commission and distributed. This pamphlet gives a history of the inauguration and growth of Hydro power in the Thunder Bay district and of the negotiations with the municipalities of Port Arthur and Fort William William in connection therewith. It also contains a complete description of the Nipigon development and directs attention to the advantages of the Twin Cities as a field for manufacturers and others who might contemplate residence there.

OTTAWA SYSTEM

There is considerable increase in the use of power in the city of Ottawa. In anticipating the growth of load, the city of Ottawa asked for a reservation of two more blocks of power, of 500 horsepower each, to be delivered in the autumn of 1922. Later it was realized that this would not meet its requirements, and an additional block was ordered. The municipality is now using approximately 12,000 horsepower out of the total of 20,000 horsepower reserved under the agreement with the Ottawa and Hull Power Company. The increased use of electrical energy in the municipality is chiefly due to requirements for domestic purposes. At the rate at which the power demand is now being increased, it is evident that shortly an additional source of supply will have to be provided.

Nepean Rural Power District

This is a rural district supplying the farmers of Nepean township with light and power. It was first put into operation in the early part of the year, after the construction of several miles of line. Since operation began, a number of extensions have been made, until now approximately 100 customers are being served from 24 miles of line. The power is delivered to this district by the city of Ottawa, from its distribution system.

A number of additional extensions are anticipated, and efforts are being made to extend the lines to serve some neighbouring hamlets and urban municipalities.

CENTRAL ONTARIO AND TRENT SYSTEM*

Bath

Estimates are being prepared for service to the village of Bath by a line extension from Napanee substation.

Bloomfield

The Bloomfield Milling Company has installed 35 horsepower in motors, replacing steam power.

An extension has been constructed to serve a private line built by six farmers residing on the outskirts of the village.

Bowmanville

An extension of the local distributing system of two miles was erected to serve the summer cottages at Bowmanville-on-the-Lake. In connection with this, a three-phase, 2,200-volt submarine cable was laid across the harbour.

Brighton

Estimates were submitted for the construction of lines to serve summer cottages at the Provincial Government park at Presqu'Ile Point.

Campbellford

The pulp mill at Campbellford was reopened on September 11, after a period of inactivity due to poor market conditions. The mill is operating at full capacity and has orders ahead for some weeks.

Cobourg

Estimates were submitted for the installation of ornamental street lighting in the business district and the removal of poles and overhead wires from this section.

Water and Gas Departments

In connection with the installation of permanent paving on certain streets, the Commission renewed water and gas services in the streets affected and also increased the capacity of mains.

Havelock

A 20-horsepower power customer has been secured.

Lindsay

The distribution system in the south end of the town is being rebuilt and the street lighting system improved. A number of arc lamps are being replaced by a larger number of incandescent lamps. The greater proportion of this work was completed this season, although the reconstruction will not be entirely completed until next year.

Provincial Plowing Match

The Commission gave a demonstration of appliances and electrically operated farm machinery at the provincial plowing match. This exhibit was very popular with visitors.

Marmora

The Marmora commission is now selling 18 horsepower on the off-peak basis.

*See footnote on page 43.

Newcastle

Service was supplied to a number of rural customers by means of branch circuits from the 2,200-volt feeder connecting the distribution system in Orono with the Newcastle substation.

Norwood

The number of lighting consumers has increased from 185 to 215. The power load has increased from 20 horsepower to 75 horsepower, with the immediate prospect of more power load.

Oshawa

The Corporation has ordered the installation of 130 additional 100 c.p. street lights. It is proposed to operate these lights from pole type regulators.

Gas Plant

A new water-gas generating equipment was placed in operation early in the year and is operating with marked economy. An extensive programme of enlargements and additions to mains was carried out. A highly successful publicity campaign has resulted in a large increase in gas consumption.

Peterboro

The utilities commission carried out a heavy reconstruction program to provide for cooking and appliance loads in the east side of the city. A debenture issue of $60,000 was approved by the Hydro-Electric Power Commission.

Estimates were submitted on the cost of a new substation to be erected on property purchased some time ago by the utilities commission.

Gas Plant

New mains were laid on a large number of streets and larger mains were installed in other sections where the demand had outgrown the capacity of the existing mains. Numerous alterations and betterments were completed in the gas plant in order to cope with the steadily increasing output of gas.

Picton

The distribution system on Main Street was rebuilt, using western cedar poles, and presents a greatly improved appearance.

Port Hope

A new pole line was constructed from the substation to the centre of distribution. Two three-phase, primary circuits were erected on these poles and the local circuits are being rearranged so that the large power loads will be on a separate circuit from the lighting.

Trenton

A portion of the new ornamental street lighting system was completed. The entire system will be completed before January 1, 1923. The lights installed are 600 c.p. gas filled, operating at 20 amps. on a series system. The standards are cast iron. The total installation consists of 48 lamps. A new 20-k.w. pole-type regulator has been installed to operate 36 units, the remainder being supplied from the existing regulator at the substation.

Warkworth

Estimates were prepared and submitted to the police village of Warkworth for the supply of 20 horsepower from a step-down station on the high-tension line connecting Healey Falls and Trenton. The police village will vote on the necessary by-laws early in December. The station, if constructed, will enable the Commission to serve a large and prosperous rural district which cannot be economically served from any existing station.

CENTRAL ONTARIO AND TRENT SYSTEM—RURAL

Rates based on the provisions of the Rural Hydro-Electric Distribution Act were sent out to the following townships, following requests from the municipal Councils: Loughborough, Portland, Kingston, Ernestown, South Fredericksburg, North Fredericksburg, Belmont, Smith, Seymour and Hungerford.

Public meetings were held in the following townships: Darlington, Hamilton, Haldimand, Sidney, Hallowell, Loughborough, Portland, Kingston, Ernestown, Ameliasburg and Seymour.

At all these meetings committees were formed for canvassing and a large number of contracts have since been signed; but in only one case, viz., Kingston township, have sufficient contracts been obtained to warrant the construction of the lines. In Kingston township a system of about three miles of primary line serving the hamlet of Cataraqui and vicinity is now under construction.

Estimates have been made covering a 44,000-volt line extension to Harrowsmith with provision for a substation at that point and distribution lines at 6,600 volts to supply neighbouring municipalities, mines and rural consumers. Rates have been submitted to all concerned and a canvass of the rural district is proceeding.

NIPISSING SYSTEM

This system comprises the municipalities of Callander, North Bay and Powassan, as well as the small hamlet of Nipissing. The demands for power throughout this district have become such that additional development was found necessary, in consequence of which arrangements were completed for the installation of an additional development at Bingham Chutes. Plans have been completed and the approval of the Commission has been obtained for making the necessary expenditure and proceeding with the work so as to have it completed about the middle of next year. The first unit of the new development will increase the capacity of the Nipissing system by approximately 600 horsepower. Provision is being made for installing an additional new unit of similar capacity when required. The improvements effected by the Commission by providing increased storage on the watershed of the South river with the addition of Bingham Chutes development will enable the Commission to supply power to this district without using the North Bay steam plant, consequently, it has been decided to dismantle this and dispose of the equipment. Arrangements were completed for additional extensions to the North Bay distributing system and for rebuilding a large portion to take care of the increased demand, both for domestic and power customers. The station at Callander was enlarged and extended and additional capacity was provided for serving energy to an additional power customer.

NEW ONTARIO DISTRICT

Considerable assistance was rendered to various municipalities throughout this district which have not yet executed an agreement with the Commission for hydro-electric service, but which have availed themselves of the advice of the Commission in the solution of their various local power problems. Matters pertaining to new power developments and the providing of suitable distribution systems were given consideration by the Commission and reports made to the various municipalities. This work was performed for the municipalities of Bruce Mines, Capreol, Massey and Thessalon.

SECTION VII

ELECTRIC RAILWAYS

This section of the Fifteenth Annual Report dealing with the activities of the Railway department has, for convenience, been divided into four main sub-divisions, as follows:

1. Discussion of certain aspects of procedure in connection with municipal Hydro-electric railways.
2. Record of reports made to municipalities.
3. Report on work done during the year in connection with railways now under operation.
4. Financial statement and statistics of railways operated by the Commission.

GENERAL DISCUSSION

The Commission believes that a brief statement may profitably be presented respecting the electric railways work which has been carried out on behalf of municipalities. The presentation of such a statement has been contemplated for some time. Owing, however, to numerous and extensive changes in conditions affecting the general electric railway situation—some of which conditions are still in an unsettled state,—it is impracticable at this date to present a statement as full as it may be possible to present on some other occasion.

First of all, it is desirable to correct a few misapprehensions. During the past year or so, a number of charges have been made against the railway activities and certain programmes of municipalities in connection with Hydro-electric railways. Criticisms, made both from the public platform and through the public press, have occasioned a large amount of misunderstanding and confusion in the minds of citizens of the Province of Ontario respecting the general operations of the Commission with regard to municipal electric railways. These criticisms, in a number of instances, have been most unfair, and the Commission has been more or less placed on the defensive and frequently has not been in a position adequately to correct the misunderstandings which have been created.

Prominent among the unjustifiable impressions which have been left in the mind of the public are those which have been caused by three main misrepresentations, as follows:

First: It has been charged that the Commission definitely recommended a complete network of electric railway lines for construction throughout the Province,—it being represented that 3,500 miles of railway work was planned at a cost aggregating $200,000,000.

Second: It has been charged that the proposed publicly-owned hydro-electric railways in many cases would parallel and compete with the publicly-owned Canadian National Railways, thereby resulting in financial loss to all concerned.

Third: It has been charged that the Commission has forced its railway projects upon reluctant municipalities and has even sought to attain this object by unwarranted propaganda.

Such charges cannot be justified as, indeed, will be fully evidenced from the following brief discussion:

First: The statement made to the effect that the Commission had planned a provincial-wide railway system aggregating in cost some $200,000,000, has time and again been authoritatively denied by the Chairman of the Commission. The statement, in some minds, may have originated through attention being drawn to the fact that the Commission had received requests from various municipalities to make preliminary investigations respecting portions of railways—aggregating some 3,500 miles—which some citizens in the municipalities had thought might possibly and advantageously be constructed. In whatever manner the error has arisen there has been no justification whatsoever for repeating the statement after its erroneous character had once been fully declared.

The Commission plans and builds electric railways under authority from the Government of Ontario. A fuller setting forth of this authority is given later in the introduction to the report presenting the reports made to municipalities. It is only necessary here to state that until the municipalities through which the proposed road is to pass formally request by resolution in Council that the Commission investigate and report, no railway is reported upon or investigated by the Commission.

After a report has been requested by, and made to, a municipality, it by no means follows that the Commission will recommend the building of the proposed road. Recommendation favouring a new project is only made when the facts and conditions are found to be favourable for its success, and after a full knowledge of the financial responsibility involved has been conveyed to the municipality and after its ratepayers have voted in favour of the project.

As evidence of the conservative policy followed by the Commission it may be cited that out of the 3,500 miles of suggested lines upon which reports have been requested and surveys made, the Commission has only recommended projects embracing a total of 326 miles, about 60 per cent of which mileage is already in operation.

Second: With reference to the charge that the publicly-owned Hydro lines will duplicate and compete with the publicly-owned federal lines, it is necessary to refer to certain prominent changes in general railway conditions.

At the end of the Great War, it was found that a new railway situation had arisen in the province of Ontario, due to the fact that the Government of Canada was compelled to take over the Canadian Northern Railway, with the probability of later finding it necessary to take over the Grand Trunk system.

In acquiring the Canadian Northern Railways, it was found that the proposed electric railway from Toronto to Bowmanville—already partly constructed—would parallel the proposed Toronto North-eastern Railway. Again, the Canadian Northern Railway system comprised the Toronto Suburban Railway, and this would be paralleled by the proposed new Toronto to London line from Toronto as far as Guelph. In a similar manner, the proposed Welland-Bridgeburg line would serve much of the same territory as the Niagara, St. Catharines and Toronto Railway, a subsidiary of the Canadian Northern Railway.

These three lines, as just intimated, were part of the Canadian Northern Railway system, which had been acquired by the Dominion Government. Owing to the changed status of these railways, it became necessary to consider the advisability of having three publicly-owned municipal electric lines paralleling

the three publicly-owned Dominion electric lines. The whole question was opened for conference between the Dominion, Provincial and Municipal authorities, and as a solution of the problem, the Dominion Government offered to sell the assets of the three electric roads mentioned to the Hydro-Electric Power Commission of Ontario, acting on behalf of the municipalities, for a specified amount. The offer was conditioned upon the Commission agreeing to make an exclusive traffic inter-change with the Canadian National Railways.

The municipalities interested requested that the Toronto to Port Credit section of the proposed line from Toronto to London be united to the proposed electric railway from Port Credit to St. Catharines, thus giving a through line from Toronto to St. Catharines, connecting at St. Catharines with the Niagara, St. Catharines and Toronto railway serving Niagara Falls and other points. For the time being, the portion from Port Credit to London of the proposed Toronto to London line would be abandoned.

A new line was also recommended from Hamilton to Galt from which place connection would be given to Guelph, Preston, Hespeler, Elmira, Waterloo and Kitchener, either by purchase of or by securing running rights over light traffic Grand Trunk branch lines.

The carrying out of these specific proposals involved only a 326-mile system, and this constitutes the extent of the systems finally recommended by the Commission out of its surveys aggregating 3,500 miles. Approximately 200 miles of this 326 miles were already constructed and most of the 200 miles was in operation. It may here be stated that the proposed project was to be a unified system of high-class electric railways giving high speed, frequent service with modern equipment and operating with cheap power. The proposed lines would serve a populous and prosperous territory adjacent to thriving industries. The proposed system would comprise the following:

Niagara, St. Catharines and Toronto Railway—in operation.
Toronto Suburban Railway—in operation.
Toronto Eastern—partly constructed.
Hamilton, Guelph, Elmira—acquisition, running rights and some new construction.
Toronto, St. Catharines Railway—new construction.

In giving an option on its proposed roads as above explained, the Dominion Government evidently did not entertain any fear that the portion of the lines which it was ready to dispose of would be operated in such a manner as to injure the federally-owned roads or rob them of desirable business. As a matter of fact, and looked at in a broad way, the success of the Canadian National Railways is bound up with the general intensive development and growth of the territory they traverse. Upon this development and growth the proposed electric railways would, in the portion of the country they serve, unquestionably exercise a most beneficial influence.

It may further be explained that prominent trunk-line railway men, both throughout the United States and the Dominion of Canada have, on various occasions, publicly stated from the platform, through the press, and while under judicial examination, that short-haul freight and passenger business, which are a particular function of interurban electric railway operation, are handled on trunk roads—with lines and equipment primarily designed for long-distance traffic—not only at a heavy loss, but with the handicap of congesting their through traffic facilities. The recognition of this fact on the part of the administration of the Canadian Northern Railways was doubtless a strong

influence in deciding the administration to be willing to dispose of the railways which they offered to sell. Moreover, it may be added that the federal government was taken into the complete confidence of the Commission in regard to all its electric railway plans. The service of an interurban line supplements, but does not replace, the service of a heavy trunk line railway.

The facts just presented are in direct opposition to the charge made that the Hydro-Electric Power Commission was planning to enter into competition with the Dominion Government railways.

Third: With regard to the charge that the Commission, by unwarranted means, has forced its railway projects upon reluctant municipalities, it may be stated that a charge such as this could only be made by those who willingly disregard the facts.

In the first place, the original legislation of 1913 under which the Commission was empowered to investigate, plan and build electric railways, resulted from specific request made by the largest deputation of municipal representatives that ever appeared before the provincial Government. In 1914, by request of a similar deputation, the Act of 1913 was revised. Up to the end of 1914, resolutions had been received from more than 200 municipalities asking for reports on electric lines, and to date resolutions have been received from an additional 300 municipalities.

Assuredly, in the face of such facts, it must be acknowledged that the whole railway policy of the Commission is the result of a clearly and definitely expressed public opinion demanding that the local transportation system of the Province of Ontario be improved, and that all such improvements and operation of electric railways must be in the hands of a public Commission such as the Hydro.

With respect to the question of propaganda, it is only necessary to state that inasmuch as many of the railway proposals under examination involved technical problems and other considerations which were not readily understandable by many of the citizens interested, it became necessary for some of the Commission's engineers to be present at public meetings and in other ways to explain the plans and estimates, and also to be prepared to answer questions and furnish such supplementary information as local circumstances demanded. The officers of the Commission, whenever so requested, have always rendered similar service in the general public interest upon all matters entrusted to the administration of the Commission.

Representative charges, as commonly made, have now been dealt with. Much more might be said if detailed refutation were attempted but it is believed that sufficient has been said to demonstrate that no justifiable foundation can be found for the charges which have been made.

The Hydro-Electric Power Commission has believed that the municipal hydro-radial project could have been advanced with caution and yet with great benefit to the province as a whole. From its commencement, however, the whole project has been subjected to a very great deal of unfair misrepresentation. It is unnecessary here to enter into a discussion of the aggressive opposition involving a consideration of some of the more technical aspects of the radial railway programme originally proposed by the Hydro-Electric Power Commission. Questions such as the essential difference between trunk steam railway operation and electric railway operation; capital costs of high-grade electric railways such as the Commission proposed to construct; operating costs; possible revenues from local, suburban and interurban passenger and freight traffic; the earning power of electric railways already in operation, and many other features have already been discussed in a Report entitled "*Statement*

respecting Findings and other Statements contained in Majority Report of the Commission—known as the "Sutherland Commission"—appointed to inquire into the subject of Hydro-Electric Railways," which was issued by Sir Adam Beck on the 10th of February, 1922. A copy of this *Statement* will be found on file in government libraries, also in all the public and leading institutional libraries of the Province, thus affording the opportunity for further reference by those interested in the discussion which has centred in the more technical aspects of the proposed hydro-radial programme.

REPORTS MADE ON ELECTRIC RAILWAYS

It has already been stated that upon receiving authoritative request from a municipality, the Commission may examine into and prepare a report upon any specific railway project that may be urged by a municipality or municipalities as of possible general benefit to the communities concerned.

Before presenting brief summaries of the reports that have been made, it is desired to make clear how it is that the Hydro-Electric Power Commission has been acting in the matter of electric railway building, because it has been stated that the Commission has been prosecuting this work without proper authority.

It has been recognized that for many years local transportation in Ontario was far from satisfactory, and the problem of providing adequate transportation facilities between adjacent large centres and, in conjunction therewith, of meeting the transportation needs of smaller towns and of the more densely populated rural areas, has induced public-spirited men in many communities to seek a remedy. That there is a positive need for improved facilities for the interchange of commodities is evidenced by the fact that in Ontario farm produce is frequently allowed to decay on the farm, while the urban populations are paying high prices for similar goods. The prosperity of both city and country depends upon the unhampered interchange of commodities, and both farm and city dwellers should have rapid and frequent access to each other's domain.

The citizens of Ontario had before them the demonstrated success of their municipally-owned Hydro undertaking, in supplying the people of Ontario with electrical power and light "at cost," and all communities recognized that these benefits were actual and had resulted from the co-operative effort of all concerned. It was logical, therefore, for municipalities to enquire whether it would not be possible to build and operate electric railways on a plan corresponding to the Hydro undertaking.

All over the continent examples were found where a single organization was operating both power utilities and electric railroads with general benefit to both, and it was concluded, therefore, that it should be feasible to place under the administration of the successful Hydro Commission the operation of such electric railways as might first be started in connection with a programme for increased and improved electric railway transportation.

With this plan in mind, municipalities requested the provincial Government to empower them to construct and operate electric railways after such projects had been favourably reported upon by the Hydro-Electric Power Commission of Ontario.

In 1913, the Hydro-Electric Railway Act was passed by the provincial legislature. Almost immediately following the enactment of this legislation, numerous resolutions began to come in to the Commission from municipalities asking for reports upon various electric railway projects. In 1914, at the

request of the municipalities concerned, the Act was revised so as to provide that the Commission only could construct and operate the railways.

The work was to be financed by the municipalities issuing their own debentures. These were to be placed with the Hydro-Electric Power Commission, which, in turn, would issue its bonds to the public, employing the municipal debentures as collateral security. After the electric railway programme was first started, various provincial governments expressed a willingness—under the Hydro-Electric Railway Act—to guarantee the bonds of the municipalities. As a consequence, the municipalities naturally felt justified in proceeding upon this basis, believing that the Government was not unsympathetic towards the efforts being made and was willing to strengthen the hands of the municipalities by guaranteeing their bonds.

The policy of the present Government has not followed the line laid down by former administrations under which the electric railway programme was initiated. In 1922, a new Act—The Municipal Electric Railway Act—was passed, repealing the Hydro-Electric Railway Act and cancelling all the radial railway agreements which had been consummated. This new Act, however, exempted the railways which were already being operated by the Commission, namely: Essex District Railway and the Guelph Radial Railway, and certain other proposed railways. The Toronto Suburban and the Toronto and York Railways were covered by special Acts. The new Act required the municipalities interested in the proposed Toronto-St. Catharines Railway to re-affirm their position in regard to the completion of this line. To date 17 of the 20 interested municipalities have passed the required resolutions asking that the road be gone on with. The Niagara, St. Catharines and Toronto Railway was also exempted and may still at some future date be acquired under the old Act.

REPORTS MADE

Toronto-Markham Railway

This report, made in 1914, recommended, as a self-sustaining undertaking, a hundred-mile railway from Toronto eastward through Markham and Stouffville to Newmarket, Uxbridge, Port Perry and Whitby. It was made in response to municipal resolutions and on the authority of the Government. The line was estimated to cost $3,159,234. It was approved by the electors in 1914, and sanctioned by legislation in 1915, but the agreements were all cancelled by The Municipal Electric Railway Act of 1922.

Ontario West Shore Railway

In accordance with the requests of municipalities interested, and with Government approval, a report was made on this road in 1914. It was partially built by a private company the bonds of which were guaranteed by the municipalities through which the line ran, but the company failed before the work was finished. The Commission found that there was insufficient traffic to warrant the completion of the line and so informed the municipalities. In 1917 further study was made, with the same result, and the Commission recommended that no more action should be taken on the line. The material on hand was then offered for sale.

Aylmer District Railways

A report on several alternative lines in the St. Thomas-Aylmer-Tillsonburg district was made to the municipalities at their request in 1914. As the estimates showed that the lines could not be self-sustaining, the Commission recommended against their construction and nothing further has been done in the matter.

Gravenhurst-Baysville Railway

Reports were made to the municipalities on a line through this district in 1916 and 1917, both of which recommended against the construction of the line due to lack of traffic. No further action has been taken.

Minden District Railway

The municipalities in this district requested a report on a line from Kinmount Junction to Minden. This was presented in 1917 and recommended against the construction of the line as it was estimated that it would not be self-sustaining. No further action is contemplated.

Toronto-London Railway

A report on this railway was requested by the municipalities along the route, in 1914 and 1915. On the authority of the usual Order-in-Council the report was made in the fall of 1915, recommending the construction and equipping of a 137-mile line from Toronto through Port Credit, Milton, Guelph, Kitchener, Stratford, and St. Marys, to London, at a total cost of $13,734,155. Agreements and by-laws were prepared and were carried by the electors of 23 of the 31 interested municipalities. The agreements were ratified by Act in 1916.

The 1916 Act specified that actual construction should not be undertaken until the conclusion of the war, so that nothing further was done until 1919. In the interim the Dominion Government had taken over the Toronto Suburban which practically paralleled the new line authorized by the electors. The Dominion Cabinet, however, gave the Hydro an option on the Toronto Suburban Railway on behalf of the municipalities, which action would avoid the necessity of raising funds for the new line, which would to a great extent duplicate the service given by the existing electric railway.

The acquisition of the existing Toronto Suburban Railway would not, however, take care of the requirements of the district between Toronto and Port Credit where an improvement in service was urgently required. The conditions were fully explained to the Government and to the municipalities affected, whereupon resolutions were passed by all the councils requesting the Government to authorize the construction of their section of the Toronto-London line as a part of the Port Credit-Hamilton-St. Catharines Railway, which, in the meanwhile, had been definitely authorized, and for which bonds had been issued. The Government then in power agreed to bring in legislation validating such action.

The new 1922 Municipal Electric Railway Act did not cancel the agreements of the six municipalities in the section of the Toronto-London line between Toronto and Port Credit, but authorized the municipalities to proceed with that section provided the councils or the electors reaffirmed the original agreements. Resolutions have been passed by the councils of all six municipalities

which means that these original agreements and debentures, that have been deposited with the Commission, are still legal and binding.

The original agreement voted on by the electors of the city of Toronto in January, 1916, and reaffirmed by the Council in July, 1922, specified that the route of the railway should extend westerly from the foot of Yonge Street to Sunnyside, "using Harbour Board property and private right of way wherever possible." It was therefore necessary to prepare a formal agreement to provide for the transfer of various lands from the city of Toronto to the Commission. Meetings were held with the various interested bodies and after an extended discussion a special agreement was prepared and authorized by the city council of Toronto.

Port Credit-St. Catharines Railway

Resolutions requesting a report on a railway through the Toronto-Hamilton-Niagara district were received in 1915 and 1916. A report was presented to the municipalities in 1916, recommending the construction of a railway from St. Catharines through Hamilton to Port Credit to connect with the proposed Toronto-London line at Port Credit. It was estimated that the cost of constructing and equipping this line, which was about 60 miles in length, would be $11,360,363. By-laws and agreements were prepared, sanctioned by Order-in-Council, and carried by the electors in 1916 and 1919 in fifteen of the seventeen interested municipalities. As authorized by the Act, the fifteen municipalities agreed by resolutions to assume the share of the two which had not carried their by-laws. An order-in-council authorizing the construction of the line and guaranteeing the Commission's bonds to the above amount was passed on August 8, 1919. Approximately $500,000 had been spent on right-of-way, etc., by the first of July, 1920, when all further commitments were held up pending the report of an investigating Commission.

The new 1922 Act exempted this line from its provisions and permitted that it be proceeded with under the old Act on condition that the municipalities reaffirm their desire to go on with the work. To the present date nine of the fifteen municipalities have passed the necessary resolutions and the electors in the remaining six will vote at the coming municipal elections.

Essex District Railways

This railway system extends from Tecumseh through Windsor, Sandwich and other towns to Amherstburg, and previous to its purchase by the Commission was operated by the Detroit United Railway. Owing to the many separate franchises great difficulties were encountered by the municipalities in arranging with the company for extensions and betterments. As early as 1915 the Commission's engineers visited Windsor at the request of the city council to assist in various proposals then under consideration. Again in 1917, on requests of the various councils, a valuation of the property was made but the company was not prepared to sell until the expiration of its franchise. In 1918, by vote of the ratepayers, the Commission was again requested to report on the proposed purchase of the line. A report was made early the following year but as the company was still unwilling to dispose of its holding nothing further was done at the time.

Later in the year further resolutions were passed by the councils asking the Commission to continue active negotiations with the company. This was done and the company finally agreed to negotiate. After the matter was

thoroughly gone into it was found that a satisfactory agreement could not be made and the municipalities were so informed. Previous to this time a by-law permitting the company to increase fares had been defeated and the company stated they were unable to grant a wage increase demanded by their employees. The men went on strike and after some days without service, the Ontario Railway Board operated the road and granted the increases, the road being returned to the company about two weeks later.

Negotiations for the purchase of the road were re-opened shortly after this time and a satisfactory option was finally secured. By-laws and agreements were at once prepared, were sanctioned by the Government on October 16, 1919, and were submitted to the electors on December 6, 1919. Eight of the nine municipalities interested carried their by-laws and immediately agreed to assume the share of the township which had defeated the by-law. In 1920 the agreements were ratified by Act, and the Government, by order-in-council dated January 27, 1920, authorized the taking over of the road and guaranteed the Commission's bonds to the extent of $2,100,000.

The transfer was made on April 1, 1920, and the Commission has since operated the road.

The amount passed upon by the electors, which was $2,100,000, included, in addition to the purchase price, a small sum for badly needed immediate betterments only, as it was thought inadvisable to delay the taking over of the road until a complete study was made of the requirements of the system. During the winter of 1920 and 1921 a survey of the entire property was made to determine what further improvements could be recommended and a programme calling for an expenditure of $900,000 was advised. This was approved by the municipalities and additional bonds to that amount were guaranteed by the Government on September 13, 1921. The betterments that were undertaken during the current year will be found under subdivision (3) and statistics of operation under subdivision (4).

Toronto Eastern Railway

Requisitions were received in 1919 from the municipalities along the uncompleted Toronto Eastern Railway from Toronto to Bowmanville, a distance of about 44 miles, asking that the Commission make a report on the acquisition and completion of this railway on behalf of the municipalities. The order-in-council authorizing this report was issued and a report was made recommending that the road be purchased and completed as it was found that it would be a self-sustaining utility. It was to cost completely equipped $8,360,794. All the municipalities interested passed their by-laws and the agreements were validated by Act in 1920. Further proceedings were halted at this point pending the report of an investigating commission and the 1922 Radial Act cancelled all the agreements.

Hamilton, Guelph and Elmira Railway

After resolutions had been received from the municipalities in this district and on the authority of order-in-council, a report was made recommending that a new line be constructed from Hamilton to Galt and that purchase or running rights be obtained over the Grand Trunk Railway Branch Lines connecting Galt, Preston, Hespeler, Elmira, Kitchener and Waterloo, a total distance of about 80 miles. The construction and equipment costs were estimated to be

$6,170,072. Thirteen of the fourteen municipalities voting carried their by-laws and three did not vote. Nothing further was done on this line pending the report of an investigating commission. The agreements authorized by the electors in the thirteen municipalities were cancelled by the 1922 Act.

Niagara Falls Street Railway

This report was made to the city of Niagara Falls in March, 1920, and indicated that it would be impossible to purchase this property and operate it on a self-sustaining basis, but it could be run at a profit if operated as a part of the Niagara Central System. This line is owned by the Canadian National Railways, forming a part of the Niagara, St. Catharines and Toronto Railway, and is subject to the option held on that line by the Commission. No further action has been taken since the report was presented.

Niagara, St. Catharines and Toronto Railway

Municipalities of the Niagara district forwarded resolutions from 1914 to 1916 asking for a report on a line from Welland to Niagara frontier. The Government by order-in-council of August 31, 1916, authorized the preparation of the report which was presented to the municipalities late in the same year. It recommended the construction of a line from Welland through Port Colborne to Bridgeburg. It was estimated that the revenue would meet all charges and was to cost $2,208,716. Agreements were prepared and sanctioned by order-in-council dated September 28, 1916, and voting took place on January 1, 1917. All municipalities interested carried their by-laws. The agreements were ratified by Act in 1919. During the period following the voting, however, the Dominion Government, as stated above, became the owners of the N.S. & T. Ry. which paralleled the proposed line for a great portion of its length. The Commission therefore recommended that the new construction should be withheld pending conference with the Dominion Government as to the best procedure under the new conditions.

In 1920 resolutions were received from all municipalities on the N.S. & T. Ry. asking that a report be made on the acquisition of that line in their behalf. Resolutions were again forwarded by the municipal representatives in 1921. Previous estimates were then revised to date and a report prepared which recommended the taking over of this line as a paying proposition at a cost of $4,663,830. This included, in addition to the purchase price, a sum for betterments and improvements. The report was approved by the municipalities and voted on in January, 1922. Nine of the fourteen municipalities voting carried their by-laws. The agreements so authorized have not been cancelled by the 1922 Act.

Chatham, Wallaceburg and Lake Erie Railway

Resolutions were received in 1920 from the municipalities served by this railway requesting a report as to whether it would be advisable that this railway be acquired on their behalf. After authority had been granted by order-in-council of April, 1921, information was collected and the report was prepared and considered by the Commission, but no recommendation has yet been made to the municipalities.

Guelph Radial Railway

In response to a resolution of the Guelph city council passed in September, 1919, the Commission made an investigation of the operation of this railway, and reports were submitted to the city on two propositions—one assuming the incorporation of the existing railway as a part of the Hamilton, Guelph and Elmira Railway, and a second on the basis of an independent railway. Both proposals were favorably voted upon by the electors. When action on the Hamilton, Guelph and Elmira Railway was held up in July, 1920, the city of Guelph requested the Commission and the provincial Government to permit the Commission to take over and operate the railway as a separate unit, as covered by the second above described proposition. The Government, however, ordered the project to be re-submitted to the electors before the transfer could be made. A new agreement was prepared providing for a sum of $300,000, and was accepted by the electors at the annual elections, January, 1921. It was ratified by special Act in the same year, and the road was transferred to the Commission's management on May 1, 1921.

Toronto Suburban Railway

A resolution was received in 1921 from the city of Toronto requesting a report on this railway. A report was made recommending its purchase at a cost of $2,778,000, which sum included an amount for betterments. By-laws and agreements were approved as authorized by the Toronto Suburban Railway Act, 1921, and were favorably voted on by the electors, January 1, 1922. The Dominion Government has given an option on the line on the basis that it will be a feeder to its trunk line railway. Details of the transfer are now being discussed.

REPORT ON WORK DONE DURING THE YEAR

Essex District Railways

Equipment

A large number of the two-man cars in the city service have been replaced by seventeen one-man, safety cars built according to the Commission's own plans and specifications. After considerable time and study had been given to a consideration as to the best type of car to be used, it was finally decided to provide double doors instead of the usual single-door design. The aisles were also made wider, and heavier motors, more comfortable seats and better heating were installed than had been used on similar cars in other cities. These cars are, of course, equipped with the usual automatic safety devices by which power is cut off, brakes applied and doors unlatched in the event of the operator removing his hand from the controller handle, through illness, negligence or for any other reason. The best possible fittings and equipment have been used and the cars represent the latest development of this type of rolling stock on the continent.

Service was given to certain districts of Windsor and Walkerville from which the traffic at present does not warrant the construction of rail lines, by four trolley buses operating on two routes. The buses also are the latest development of their kind and have several new features heretofore not used. The operation has been entirely successful up to the present time and has been remarked upon and inspected by electric railway operators from various sections of Canada and the United States.

Late in the year it was decided to purchase a motor express car and trailer to take care of the rapidly increasing freight and express traffic in this territory. Several offers are now receiving consideration and it is expected to have the new cars in service early in the new year.

For special heavy passenger service in Windsor and Walkerville, four double-truck safety cars have been ordered. These are now under construction and have been designed to facilitate rapid loading and unloading. They are to be equipped with all the latest automatic safety devices and may be operated either by one or by two men as the traffic demands. They will be delivered in 1923.

A new rotary substation at Petrimoux Corners on the Amherstburg line was put into operation during the year. The equipment is housed in a temporary galvanized iron structure as it was felt that the traffic developments in this section during the next few years will require further adjustment of the power supply. Previous to the opening of this station, all the power was supplied from the Salt Block station on Sandwich street, Windsor, and a booster was used for the Amherstburg line. Under these conditions about half of the energy supplied by the booster was dissipated in resistance on the trolley wire between Windsor and Amherstburg which resulted in most inefficient operation and low speeds. This condition has been rectified by the new station.

Track, Roadway and Buildings

During the year further rehabilitation and improvements were made to these facilities, as follows:—

The Ferry street loop, started last year, has been completed.

On Wyandotte street the old double track between Moy avenue and the easterly limits of the city of Windsor has been reconstructed using 56-lb. relay rails with creosoted ties on a 6-inch concrete base and plain concrete paving surface. On the remainder of the unreconstructed track on this street all joints have been lifted and the fish plates welded.

On London street repairs to the pavement were carried out.

Reconstruction on Ouellette avenue between Pine street and Sheppard avenue included installation of 85-lb. relay rail and tie plates taken from the Niagara development work. These were supported on creosoted ties and crushed stone ballast with a macadam paving surface.

From Sheppard avenue to Tecumseh road joints were repaired in a similar manner to those on Wyandotte street.

Steel combination light and trolley poles have been erected on Wyandotte street east to the city limits and on Ouellette avenue from Erie street north to Sandwich street. Some necessary changes were made in alignment on Wellington avenue when this street was paved and the track was resurfaced.

In Ford city the "Y" at the corner of Strabane avenue and Ottawa street was shifted and lowered so as to conform to the changes made last season in the Ottawa street tracks, and the Strabane avenue-Ottawa street curve relaid with 85-lb. rail on creosoted ties, the municipality having in both cases supplied an 8-inch concrete paving base. Between these points where Strabane avenue is being paved on either side of the track allowance, reconstruction has been carried out with 56-lb. relay rail, about 50 per cent. of the ties being renewed and the line resurfaced with rock ballast.

On London street, Sandwich, 500 feet of double track was replaced with 56-lb. rail and creosoted ties on crushed rock ballast and finished off with a tarvia pavement.

Private industrial spurs have been constructed on River street, and into the properties of V. Benoit, Windsor, V. Mayrand, and the Martinette Realties Company on the Amherstburg division, and an interchange with the Essex Terminal railway was installed near the southerly limit of Ojibway. Increased yard capacity at the car barns was effected by purchase of additional land and extensions of trackage.

Considerable improvement has been effected throughout various portions of the interurban lines. A 6-inch lift of ballast was given to one mile on the Tecumseh division and one and one-half miles on the Amherstburg division, and weeds were removed from the remainder throughout. Some 9,000 ties have been replaced and some other necessary betterments made to the track.

Seven new shelters were erected and the old ones repaired and repainted. An additional steel span was erected over the Canard river and repairs made to other bridge structures. The new sub-station at Petrimoux Corners has been completed and alterations to the feeder system made to conform thereto. Up-to-date telephones and telephone boxes have replaced obsolete equipment.

Generally, the whole of the Essex district with the exception of the tracks on Sandwich street and on the Walker road route has been placed in first-class operating condition.

Operation

The Commission is pleased to report that the rehabilitation of the property to place it in fair operating condition is now completed and that the most pressing of the improvements required for reasonable operation have also been placed in service. The district served is growing so rapidly that more cars must be secured immediately and additional double track with some extensions must also be provided if the traffic offered is to be satisfactorily handled. A programme of suggested improvements is now being prepared and will be submitted to the municipalities for approval early in the new year.

The financial statements showing the balance sheet as of October 31, 1922, and the operating figures for the current fiscal year, will be found in the next subdivision of this section of the Commission's report.

The balance sheet shown, refers to the Sandwich, Windsor and Amherstburg Railway as the books must be kept in the name of that Company until all the outstanding bonds issued by the old Company are retired in September, 1927. The Commission's bonds for an equal amount are meanwhile in the hands of a Trust Company and are only delivered to the owners of the former Company as the old bonds are retired by them.

The investment of the municipalities in the railway is now made up as follows:

(1) Purchase price and allowance for imperative repairs at date of acquisition	$2,100,000
(2) Rehabilitation and improvements as authorized by municipalities in 1921	900,000
	$3,000,000

Some $2,000,000 of the above capital is in the form of 4½ per cent, 40-year bonds used to purchase the property. This amount is equivalent to approximately $1,500,000 on the basis of 6 per cent bonds so that the investment to date in ready money is about $2,500,000.

It has been asserted that the Commission paid about $400,000 more than the depreciated value of the property at the time purchased. Those making such a statement have forgotten to take into consideration the fact that the purchase bonds were based on 4½ per cent money whose face value at 6 per cent was only some $1,500,000. The Commission's depreciated valuation was approximately $1,650,000, i.e. slightly more than the purchase price. The Commission estimates that the actual physical value of the property is at least equal to or greater than the value of the outstanding bonds and that the net return from operation in the future will be sufficient to meet all operating and capital charges.

A statement that has been made that the line is over capitalized, does not bear investigating. In 1919 the capitalization was approximately $2,000,000 and the gross earnings of the line in that year were $377,000, while in 1922 the capitalization stood at approximately $3,000,000 and the gross revenue was over $570,000 so that the ratio of capital investment, as compared with the earning capacity, is considerably in favour of the 1922 condition.

The operating statement for the current year is technically correct, but it cannot be used as a guide for future years. The revenue was seriously affected by the more or less disorganization of service that occurred while the property was being rehabilitated and improved and by the inability to maintain a regular service with some of the older cars. The repairs to track and equipment have been practically completed and the most run-down of the cars replaced by those of a more modern and efficient type, thus it is reasonable to anticipate an increase in revenue for the coming year.

The operating expenses were adversely affected by the same conditions as the revenue only to a greater degree. It is impossible to record the difficulties that faced the operating staff in maintaining even the semblance of regular service with the dilapidated condition of track and equipment but it is hoped these difficult conditions are past and that the service may continuously be improved.

At this stage it may not be out of place to add a few words as to the stand the Commission has taken regarding a reserve fund for depreciation. The Accounting department, without a specific ruling from the Commission, commenced setting aside monthly amounts for depreciation from the date of purchase. The Commission has recommended that depreciation charges should be set aside for the utilities which it operates but when the returns from operation after completion of the rehabilitation programme were available and indicated that this work had seriously affected the net revenue, it was decided that it would be equitable to defer the depreciation charges until the property was placed in satisfactory working condition. It is now the intention to charge depreciation each month dating from November 1, 1922.

Before leaving this subject it might be well to point out that the Hydro-Electric Railway Act under which the Essex District Railways are operated does not call for the Commission to set aside a reserve fund for depreciation. Clause I (*l*) of the agreement between the municipalities and the Commission also makes it clear that depreciation should only be provided out of any surplus remaining after all other charges have been met. It is apparent that it is equitable to postpone the depreciation charges during the reconstruction period that is estimated to have been completed on November 1, 1922.

The operating statement for the year, shown in the next subdivision of this report, indicates a net deficit of $4,385. This deficit was largely caused by the increase in interest charges to cover the new capital used for repairs and

improvements from which full returns were not secured until all had been placed in service and properly co-ordinated towards the end of the year. It should be noted that the deficit of $4,385 is, after all, a relatively insignificant amount, —a fact which will be clear when it is realized that an increase in revenue of only one per cent or a decrease in expenses of the same amount would have entirely wiped out this deficit.

It is believed that much useful information can be obtained from a study of the annual statistics of operation over the past ten years and a graph of the more important items is, therefore, presented on an accompanying page.

The available traffic in any district is naturally a function of the population so it is encouraging to note that, during the decade covered by the graph, the population served has increased from 30,000 to 70,000—that is, it has more than doubled. This means that the inherent possibilities of the railway are very good indeed, especially when statistics of other corresponding districts indicate that the number of times per year the average resident uses an electric railway increases very rapidly as the population grows. This is but natural as, once a city has reached a certain size, the new population must settle in the outskirts at some distance from the business section and consequently must use the street cars to a greater extent than older population settled closer down-town. There is also a tendency for manufacturing plants to locate on the outskirts to secure proper railway sidings, lower taxes, etc., all of which increases the average riding per head of population.

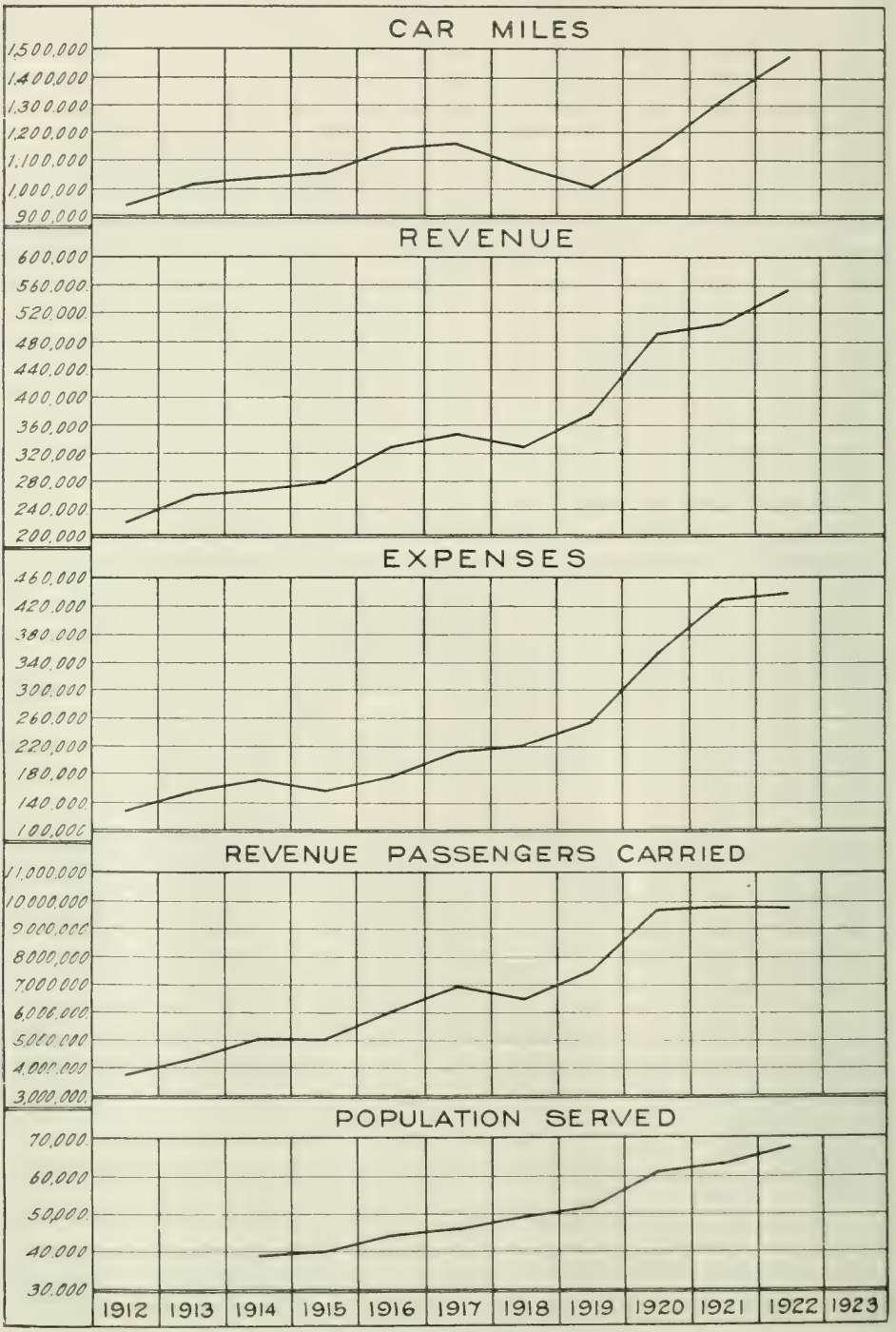
The lack of adequate facilities to take care of the increased traffic is clearly shown by the curve of revenue passengers which, as pointed out, should have shown an appreciable improvement in riding habit when the population doubled.

The comparative returns for November, 1921, and 1922, show this to be the case as the passengers increased almost 10 per cent, due entirely to the new cars, track, other facilities and the more reliable service rendered in November, 1922, over November, 1921. There is every reason to anticipate that the coming year will show a considerable increase both in the riding habit per in-habitant and in the total revenue passengers handled, as the facilities are now much mproved.

The same remarks are equally applicable to the curve of operating revenue. There should also be an improvement in the additional revenue secured from the non-resident or casual rider who is now charged six cents for his fare on local lines. This change was explained to representatives of the municipalities at a meeting in Windsor towards the close of the year.

It will be noted from the graph that the annual car miles operated by the old company remained practically constant during the last six years under its control. The number of passengers carried increased about 75 per cent during the same period. In other words the service (i.e. the car miles run per passenger) was very much reduced. This fault, as far as possible, has been corrected with the equipment that is available and still further improvement will be made if the municipalities authorize the purchase of the additional cars now being recommended by the Commission. The graph indicates that there was no increase in car miles given by the railway from 1913 to 1919 and that since then, under the Commission management, there has been an increase of 45 per cent. The lack of proper service in 1918 and 1919 resulted in there being no gain in passengers carried during that period and is in remarkable contrast with the period from 1919 to 1922 where an increase in service of 40 per cent resulted in a corresponding increase in passengers carried.

ESSEX DISTRICT RAILWAYS
OPERATING STATISTICS



It should be noted, first, that the traffic handled and revenue secured have shown a gratifying increase in rate of growth as compared with the preceding years and, second, that the operating expenses per car mile have been kept within 10 per cent of the 1919 figure although employees' wages, cost of power and other items of expense have increased at a greater rate. These results could not have been secured if the improvement programme had not been carried out.

The operating expenses per car mile for the period immediately preceding the acquisition of the railway as compared with the corresponding figure for recent periods with the rehabilitation programme finished, possibly gives the best justification for the new expenditure incurred. It is well known that the company curtailed every possible expense for some months prior to turning over the railway and, therefore, the expense of 27 cents per car mile for such period, with practically no maintenance being done on either track or cars, was very much less than it should have been. Since that date wages of employees have been increased nearly 40 per cent, the cost of power has increased about the same percentage and practically every other charge also, including an amount to make up for the deferred maintenance, and yet the corresponding figure for the fiscal year 1922 is 29.5 cents per car mile. Many of the improvements were not installed until late in the summer, hence it is reasonable to anticipate a lower operating cost for the current year. The operating expenses per car mile for the month of November, 1922, were 25.4 cents or considerably below the corresponding figure for the last year under the old company control, when wages, cost of power, etc., were very much less and when no attempt was made to maintain the property in working condition.

It has been asserted that the Commission did not have the right to take over the existing railway on behalf of the municipalities until the 1920 Act was passed, i.e. some two months after the purchase deal was put through. This statement is incorrect as the amendment to The Hydro-Electric Railway Act passed in 1916 provided—

> "The agreement may include.....the purchase .....or running rights over any steam railway, electric railway, etc., as part of the railway to be constructed by the Commission."

Those who have made the above statements that the Commission was not empowered to take over the railway, have evidently been misled by section three of the 1920 Act passed about three months after the railway was acquired. This section repealing the corresponding section of the 1916 amendment was passed on the recommendation of legal counsel to make the clause more clear, but counsel, at the same time, maintained that the language of the original clause left no doubt respecting the right of the Commission to acquire a railway to form a part or a whole of any proposed line. It should further be pointed out that the Government itself recognized the Commission's authority to purchase the railways by passing orders-in-council authorizing the purchase agreement and the guaranteeing of the bonds, etc., and, still further, that the bonds were marketed and duly approved by the counsel of purchasers.

Guelph District Railways

Equipment

Previous to the acquisition of this road by the Commission, service was given with heavy, double-truck, two-man cars of a type suitable for heavy service in large cities. When it is pointed out that these cars, throughout the

greater part of the day, carried an average of only four or five passengers, it can readily be seen that the heavy expenditure on maintenance of both track and equipment, power and crew wages, necessitated by their use was not warranted by the traffic. They were, therefore, replaced by eight one-man, safety cars similar to those supplied for use on the Essex District Railways mentioned above. They have proved successful in operation and have helped, materially, to reduce operating expenses.

Track, Roadway and Buildings

The programme of reconstruction initiated shortly after the Commission assumed the management of the Guelph radial railway has been continued throughout the year.

The single track line along Woolwich, Wyndham, Carden and Wilson streets was torn up and has been replaced with 80-lb. rail, having welded joints and resting on steel ties embedded in concrete; 80-lb. material was also placed on the curve at Surrey and Neeve streets in conjunction with 140-lb. special work.

Reconstruction with 85-lb. steel was carried out on Brock road and Moore avenue, on Waterloo street from Edinburgh street to the end of the line and on Elora road between Suffolk and Clark streets, this latter stretch being paved with concrete. 85-lb. steel was also used in a new interchange track with the C.P.R. on York road.

80-lb. relay rail was used in reconstructing the track in front of the G.T.R. depot, on Elora road from Kitchener road to the end of the line, in the construction of new passing sidings on Gordon street and on Ontario street and on the single track gap on Surrey street between Gordon and Huskisson streets. In connection with the two last mentioned installations 140-lb. special work was employed.

A new diamond has been placed at the C.P.R. crossing on York road and the track at various places throughout the system reballasted and paved.

In addition to the above a considerable amount of joint welding, bonding, renewal of poles and wiring has been completed and the distribution system, except at a few points which are under construction, put in first-class condition.

Operation

The rehabilitation of the Guelph properties which has been under way since they were acquired by the Commission, is now well advanced. There are still certain details requiring attention but these will likely be carried out during the ensuing year.

It is well known that when the Commission took over this property the roadbed and equipment were in such a condition that it was impossible to operate efficiently. In other words, conditions that have faced the Commission during the past year or two were practically the same as those which were met with in Windsor and which have already been outlined in the report on the operation of the Essex District railways.

Prior to the acquisition of the property by the Hydro-Electric Power Commission, the line for some years had not been meeting its operating expenses, and hence during the rehabilitation period the benefits from the suggested improvements would naturally not be fully apparent. The work of rehabilitation is now being completed and the present operating statistics show conclusively that the rebuilding of the line was well advised because it is now possible to give a very much improved service and this condition is reflected in the earn-

ings which also show improvement with a considerable reduction in operating expenses notwithstanding the increased car mileage.

In connection with the financing of the undertaking the city of Guelph issued the necessary debentures as collateral guarantee only and the line is being purchased not from these debentures but, as is shown by the operating statement, out of receipts from revenue. It has been said that the actual agreement under which the road is now being operated was different from that originally presented to the electors in 1919, and that these differences were not explained. This is incorrect as the matter was thoroughly discussed at many public meetings when the final agreement was under consideration. The Guelph daily papers for December, 1920, set out the proposition in great detail. They contained letters from the city solicitor as well as editorials commenting upon the two agreements.

An attempt is being made to show that the Commission's estimates for rehabilitation and improvements have been largely exceeded. The expenditure to date is approximately $265,000 or some 35 per cent over the estimate submitted in November, 1919. Those making such incorrect statements must lack even a superficial knowledge of what was included in the estimates as compared with the work actually carried out. The 1919 report explicitly stated that the estimate of $197,000 included the cost of putting the railway "in fair operating condition only." The rehabilitation and betterments carried out have gone far beyond the 1919 estimate but only after thorough discussions with the city. An additional $150,000 over that provided to take care of the $197,000 estimate, was authorized by motion of the city council on June 19, 1922. The rehabilitation programme has been carried out under various estimates that have been submitted by the Commission and approved by the city council of Guelph.

There may possibly be some misunderstanding as to the present rates of fare, because some reference has been made to a statement of the Chairman of the Commission in December, 1919—that the estimate of that date contemplated a continuation of a straight 5-cent rate. Since that time the Commission has recommended a considerable number of improvements not contemplated in 1919, and there has also been a large increase in the cost of labour and material. These changes in programme were duly ratified by the city council and the improved financial statement made possible by these betterments justifies the Commission's recommendations. The average citizen of Guelph can still secure the old 5-cent fare by purchasing tickets while the casual rider or visitor is certainly not injured in being required to pay the 6-cent cash fare recommended by the Commission and assented to by the city council. The citizens in general have made up the deficiency in revenue that has occurred during the past years in their tax bills and it would seem perfectly equitable to ask the visiting rider to pay slightly more than the average citizen as such a rider does not assume any responsibility beyond his straight car fare.

The number of passengers handled and the revenue from operation has shown a favourable increase, and the operating expenses, even with an increase in service, are showing a substantial reduction now that the improvement programme is completed. It is quite true that depreciation and sinking fund must sooner or later be provided for, but it is unreasonable to expect a street railway system operating in a small city to earn sufficient during a rehabilitation period to take care of such additional charges as well as the operating and capital expenses. Even large city properties are frequently unable to make such provisions. The Government evidently considers it perfectly equitable to defer

sinking fund for a period of ten years to permit any railway operated under the Hydro-Electric Railway Act to become well established and developed. The period for omission of sinking fund for the power undertaking is only five years but the power system is, relatively, a less expensive undertaking and one that does not require as long a period in which to become established. There are few electric railways that make provision out of revenue for retiring the total capital invested and, therefore, from all sides it would appear equitable to defer depreciation during the rehabilitation period, and sinking fund for a period of ten years.

It may be suggested that it would have been more advantageous for Guelph to elect the members of the Hydro Power Commission as a Board of Directors for the Guelph street railway, thus permitting Guelph to change the control from time to time as it might desire. This would not give Guelph the benefits of the Commission's engineering and operating staff, the value of which has been clearly shown in the reduction in operating expenses from 37.4 cents per car-mile to approximately 23 cents per car-mile during the past two years. The Commission could hardly be expected to keep a railway engineering and operating staff available from time to time for service for Guelph.

The present agreement under which the railway is operated by the Commission on behalf of the city, was authorized by the electors after the matter had been thoroughly discussed in one form or another for a period of a year. The agreement is modelled on the standard form used for Hydro-Electric Railways but contains some special clauses to meet certain local conditions and the requirements that were outlined by the Government. The Premier went on record to the Mayor of the city of Guelph, prior to the date of voting, that the Government would sanction and approve the agreement if it were accepted by the electors. This was taken care of by the Guelph Railway Act of 1922. A clause was inserted in the agreement that it would not be binding until such special Act had been passed.

There appears to be an attempt to show that the city is receiving no financial benefit from placing its railway for a period of fifty years in the hands of the Commission, whose personnel may change from time to time. In the first place the city is even to-day receiving a considerable financial benefit inasmuch as the receipts are now sufficient to cover all operating expenses and interest on the entire capital. Before the railway was acquired, receipts were not sufficient to meet the purely operating expenses. In the second place the tracks, cars and property have been placed in first-class condition and a much more frequent and reliable service is being given. This may not be a direct financial benefit to the city but must at least be a very welcome improvement and indirectly is doubtless a financial benefit.

Lastly, the decision to transfer the railway to the management of the Commission as trustee for the municipality of Guelph was only authorized after the agreement had been carefully scrutinized. Such matters as the continuation of the present Hydro Commissioners in office, the 50-year contract and other important features, were fully discussed prior to voting so that the mandate of the people—of 1,152 votes for the agreement and 472 against—is conclusive evidence that they were in favour of the proposed change in management.

It will be noted from the operating statement given in the next subdivision of this report that the railway has paid taxes as it did prior to the date of transfer to the Commission management.

ESSEX DISTRICT RAILWAYS

Operating Statistics

Route-miles:		
City trolley	14.56	
City trollibus	4.21	
Amherstburg interurban	14.31	
Tecumseh interurban	6.42	
Total route-miles		39.32
Passenger and freight car-miles operated		1,482,516
Passenger and freight car-hours operated		176,847
Average number of employees		153
Accidents		316
Passengers carried		11,015,257
Percentage of transfer passengers to revenue passengers		13.5
Passenger cars operated		57
Passengers carried per route-mile		280,143
Passengers carried per car-mile		7.6
Passengers carried per car-hour		63.5
Average mileage per car operated		25,385
Average passenger per car operated		193,250
Average riding (revenue) habit		147.9
Freight tonnage carried		6,726

GUELPH DISTRICT RAILWAYS

Operating Statistics

Route-miles	8.49
Passenger and freight car-miles operated	215,796
Passenger and freight car-hours operated	30,735
Average number of employees	34
Accidents	53
Passengers carried	1,545,623
Percentage of transfer passengers to revenue passengers	14.2
Passenger cars operated	13
Passengers carried per route-mile	157,606
Passengers carried per car-mile	7.2
Passengers carried per car-hour	52.3
Average mileage per car operated	16,393
Average passengers per car operated	118,894
Average riding (revenue) habit	74.2

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY AND

STATEMENT OF ASSETS AND

Assets

Road and Equipment Rights, Franchises and Goodwill of the Sandwich, Windsor and Amherstburg Railway	$2,299,700.77	
Of the Windsor & Tecumseh Electric Railway Company	367,561.55	
Construction Material on hand	55,051.19	
		$2,722,313.51
Investments:		
City of Windsor 4½ per cent. Bonds due 1960	$190,000.00	
Interest accrued thereon	712.50	
		190,712.50
Materials and Spare Equipment	$48,842.35	
Stationery, Tickets and other Supplies	3,754.31	
Accounts Receivable	6.329.02	
Cash in Bank	10,444.97	
		69,370.65
Detroit United Railway—In respect of Bond Interest accrued		10,762.50
Valuation and other expenses re purchase of Plant Assets and Capital Stock of these Companies by the Hydro-Electric Power Commission of Ontario	$17,795.45	
Less three-tenths written off	5,338.64	
		12,456.81
Insurance unexpired		5,177.09
		$3,010,793.06

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY AND

COMBINED OPERATING ACCOUNT FOR THE

Maintenance—Way and Structures	$ 36,351.34	
Maintenance—Equipment	65,032.02	
Power	49,070.99	
Transportation Expenses	215,567.50	
General and Miscellaneous Expenses	69,659.45	
Taxes	3,471.94	
		$439,153.24
Interest on borrowings		38,819.70
Interest on bonds, $2,039,000.00* issued by the Hydro-Electric Power Commission of Ontario to cover the purchase price of the Plant assets and Capital Stock of the Railway Company		91,755.00
		$569,727.94

*$689,000.00 of these bonds are held by the National Trust Company as security for retirement at maturity, by the Detroit United Railways, of the outstanding bonds of the Railway companies.

Note: Interest on the outstanding bonds of the Railway companies has been paid by the Detroit United Railways under agreement dated 14th January, 1920.

THE WINDSOR AND TECUMSEH ELECTRIC RAILWAY COMPANY

LIABILITIES, 31st OCTOBER, 1922

	LIABILITIES	
Capital Stock:		
Sandwich, Windsor & Amherstburg Railway, 2,970 shares of par value of $100.00 each	$297,000.00	
Windsor & Tecumseh Electric Railway, 1,000 shares of par value of $100.00 each	100,000.00	
General Reserves	753,839.58	
		$1,150,839.58
Bonded Debt:		
Sandwich, Windsor & Amherstburg Railway First Mortgage Gold Bonds due 1st December, 1922	$490,000.00	
Windsor & Tecumseh Electric Railway Co. First Mortgage 5 per cent. Gold Bonds due 2nd September, 1927	189,000.00	
Interest accrued to 31st October, 1922	10,762.50	
		689,762.50
Hydro Electric Power Commission of Ontario:		
Cash Advance	$1,100,000.00	
Less Current Account	40,997.95	
		1,059,002.05
Accounts payable and accrued charges	22,646.47	
Deposits to cover cost of customers sidings	3,916.25	
Provision for unredeemed tickets	2,200.00	
		28,762.72
Premium on Hydro-Electric Power Commission 6 per cent. Bonds		73,166.67
Surplus		9,259.54
		$3,010,793.06

THE WINDSOR AND TECUMSEH ELECTRIC RAILWAY COMPANY

YEAR ENDED, 31st OCTOBER, 1922

Operating Revenue	$556,792.68
Interest from Bonds of the City of Windsor	8,550.00
Total Revenue	$565,342.68
Net Deficit for the year	4,385.26
	$569,727.94

GUELPH RADIAL

STATEMENT OF ASSETS AND

Assets

Road and Equipment		$395,377.65
Construction Material		6,030.12
Stores and Spare Parts	$4,802.21	
Stationery, Tickets and other Supplies	220.00	
Accounts Receivable	2,714.57	
Insurance unexpired	834.10	
Cash in Bank	863.55	
		9,434.43
Valuation and other expenses re purchase of plant assets by the Hydro-Electric Power Commission of Ontario	2,563.00	
Less—one-fifth written off	512.60	
		2,050.40
Due by the City of Guelph		15,062.78
		$427,955.38

GUELPH RADIAL

OPERATING ACCOUNT FOR

Maintenance—Way and Structures	$ 6,729.40	
Maintenance—Equipment	16,261.27	
Power	10,808.54	
Transportation Expense	28,353.94	
General and Miscellaneous Expenses	13,569.36	
Taxes	3,176.82	
		$78,899.33
Interest		6,334.69
Payment to City of Guelph, of Instalment due 1st May, 1922, and provision for payment due 1st November, 1922:		
Interest for year	$6,581.68	
On account of Principal	5,118.32	
		11,700.00
		$96,934.02

RAILWAY

LIABILITIES, 31st OCTOBER, 1922

Liabilities			
Hydro-Electric Power Commission of Ontario:			
In respect of the purchase price of the railway from the City of Guelph under agreement dated 8th December, 1920		$150,000.00	
Less—Instalments paid on account of principal			
1st November, 1921	$2,475.00		
1st May, 1922	2,530.69		
		5,005.69	
			$144,994.31
In respect of the 6 per cent. 1931 bonds, issued by the Commission for the purposes of the railway			150,000.00
Interest accrued thereon			4,489.32
In respect of demand loan from the Bank of Montreal, obtained by the Commission for the purposes of the railway secured by $150,000.00 Guelph Radial 6% 1942 Bonds			115,000.00
			$414,483.63
Less—a portion of the proceeds of loan, held, for the time being, by the Commission			$8,021.57
			406,462.06
Accounts payable, and accrued charges		$15,211.88	
Provision for unredeemed tickets		620.00	
Deposits to cover cost of Sidings to be constructed for customers		655.75	
			16,487.63
General Reserve			5,005.69
			$427,955.38

RAILWAY

YEAR ENDED 31st OCTOBER, 1922

Operating Revenue	$74,022.51
Net deficit for year, payable by the city of Guelph	22,911.51
	$96,934.02

SECTION VIII

GENERAL ACTIVITIES

ELECTRICAL INSPECTION

Inasmuch as all electrical installation work in the province of Ontario has to be carried out in accordance with definite rules, with which wiremen are now well acquainted, inspection has become so well standardized that it is unnecessary here to refer in detail to this aspect of the work of the Department of Electrical Inspection.

The work of the Electrical Inspection department grows with the growth of the Commission's operations. Every new municipality connected, even every new customer, adds something to the department's responsibilities. The increase in the amount of work handled by the department is well illustrated by the following table:

Year	Number of Permits Issued	Number of Inspections
1916	.....	100,787
1917	.....	113,863
1918	.....	110,445
1919	.....	135,804
1920	87,399	160,990
1921	84,352	160,873
1922	91,932	182,522

Although the work of the Inspection department grows in proportion to the steady increase in the number of electrical installations in the Province, it is satisfactory to record that the extra work in 1922, as compared with 1921, was handled by practically the same sized staff, there being only two new inspectors. One new inspector was appointed at Sioux Lookout, north of Fort William, this appointment being necessary on account of the special activity in house building which took place during the year in this territory. The other new inspector was appointed to meet the needs of a new district in the Timmins region, in Northern Ontario. This inspector is in charge of the new district of Cochrane, which comprises Cochrane, Iroquois Falls, Smooth Rock Falls and Kapuskasing.

Defective Installations

The amount of money spent each year by consumers, usually without any protest, in putting defective installations into good condition following recommendations made by the department, indicates that the public as a whole recognizes that these recommendations are made entirely for the public good.

The sum spent in 1922 throughout the Province on work of this kind was nearly $340,000, of which Toronto's share was $110,000.

Electric Cooking

Another item worthy of notice is the large number of electric cooking ranges used in various Hydro municipalities, for which, in very many instances, special wiring, involving special inspection, has been required. In twenty of the larger municipalities in the Province there are about 18,000 electric ranges in use, most of which have been installed during the last few years.

Fires and Accidents

The number of accidents and fires occurring annually in Ontario due to the use of electricity by the general public, is altogether insignificant. This will be better appreciated when it is remembered that there are more than 300,000 consumers of electrical energy in the Province. Considering the very rapid rate of increase in the number of consumers throughout the whole period since the Electrical Inspection department was first created ten years ago, the fact that so few accidents occur may be attributed in large measure to the vigilance of the department and to the loyal co-operation therewith of practically all wiring contractors and wiremen, who realize that their best interests are served by having all installation work kept up to a reasonable standard of safety.

Inspection in Rural Districts

The extension of the Commission's lines into rural districts is also adding considerably to the work of the Inspection department, for not only is the number of inspections to be made in such districts becoming quite appreciable—approximately 355 miles of rural lines were constructed, and about 1,500 rural consumers were connected in 1922—but the fact that these consumers are far apart as compared with those in cities, makes the work relatively more arduous. It may be mentioned here, also, that this same fact makes inspection in rural districts considerably more expensive than in cities and towns where the population is more dense.

It has been pointed out in earlier annual reports that the Inspection department is at all times in close touch with the Commission's Testing and Approval Laboratory; this is essential, for it is plain that no installation work could be considered good or safe, however well the work might be carried out, if the apparatus, devices, material, etc., made use of, were of poor design or quality.

Committee on Rules and Regulations

Apart from the actual work of inspection, the Inspection department has, during the year, been closely associated with the revision of the Commission's "Rules and Regulations for Inside Electrical Installations," which are in the hands of a sub-committee of the Rules and Regulations Committee. This latter body is composed of various members of the Commission's staff drawn from the Inspection and Engineering departments, and of representatives of those outside bodies specially interested in such work.

The outside bodies thus represented are:

The American Institute of Electrical Engineers. (Toronto Branch)
The Toronto Electrical Contractors' Association.
The Canadian Fire Underwriters' Association.
The Electrical Jobbers' Association.

The Electrical Supply Manufacturers.
The Electrical Manufacturers.
The Fire Marshal of Ontario.
The Ontario Safety League.
The Ontario Association of Architects.
The Ontario Association of Electrical Contractors and Dealers.
The Association of Municipal Electrical Utilities of Ontario.

The Chief Electrical Inspector is chairman of both the main and the sub-committees.

The Commission's "Rules and Regulations," as closely as seems desirable for Ontario conditions, follows the National Electrical Code of the National Board of Fire Underwriters in the United States, and, since the latter is at present under revision and will be published early next summer, it has been thought well to delay putting into force any revised rules until advance copies of the proposed changes in the National Electrical Code become available. These, it is expected, will be ready some time in January, 1923. The National Code is well-known all over this continent and the Commission's rules follow it as closely as possible. In addition, the Commission's Code embodies many provisos regarding safety to life with which the National Board of Fire Underwriters has not in the past concerned itself.

Radio Equipment

The number of persons who have installed "radio" equipment within the past year has been phenomenal, and the Inspection department has noted with regret that this has given rise to quite a number of accidents. In the United States the same conditions are to be found on a larger scale, and the National Board of Fire Underwriters has already issued a set of tentative rules designed both to minimize fire risk and accidents by warning unsuspecting persons of possible dangers, and to constitute a standard for safe construction and installation. It was felt that some such action was needed in Ontario, and at the instigation of the Inspection department the matter of formulating a set of rules governing "radio" installations is being given careful consideration.

Electrical Homes

"Electrical Homes," that is, houses specially wired and furnished with convenience outlets in practically every room, have been on exhibition within the past year or two in several Ontario municipalities. These houses are of course equipped by various branches of the electrical industry, in co-operation with the builders, for advertising purposes, but they are of advantage to the Electrical Inspection department because the public is educated to know what constitutes a first-class installation comprising the best materials and workmanship and the safest types of household electrical devices.

Moreover, the provision of an ample number of properly installed outlets reduces the risk attached to the indiscriminate use of long extension cords and amateur wiring.

One other matter of interest which may be mentioned is the excellent influence which the equipping of these so-called "Electrical Homes" has had on builders, who, on the whole, have been quick to realize the convenience and consequent selling advantages of first-class electrical installation work and the provision of numerous outlets to which various household electrical devices may readily be connected.

LABORATORIES

In this department are centralized the functions of testing, research, and of inspection of materials, and the facilities and staff are at the service of the municipalities, in connection with all problems coming within the scope of these functions.

A considerable amount of testing has been done for the municipalities but it is believed that much greater use should be made of the Laboratories by the municipalities, and an effort is being made by means of articles in the "Bulletin" to describe the facilities for testing and research which are offered by the Commission through the Laboratories.

Despite a decrease in certain portions of the laboratory work, the total volume of testing has maintained the level of previous years. The growth of the Commission's activities has given rise to an increase in the testing and research work connected with problems of maintenance and operation, and this has offset the decrease due to the completion of several large construction jobs. The variety of work has increased during the year and the added knowledge and experience gained by the staff in attacking new and unusual problems is of increasing value in the routine work of the department.

The volume of testing for parties outside the Commission (exclusive of approval testing) has not been great during the year, but it has been varied in character and has included electrical, chemical and physical problems.

The reports of the various sections of the Laboratories, seven in number, given below indicate by examples the activities of the department during the year. Several tests of particular interest or importance, and certain items of equipment are illustrated in the accompanying cuts.

High-Tension and Electrical Testing Laboratory

The general routine activities of the High-Tension and Electrical Testing Laboratory have followed the lines indicated in previous reports, and special attention has been given to several problems which have become of great economic importance.

As one of these last, the construction and installation of a reliable system of communication using radio frequency equipment with the main power transmission line as a guide has been carried on with assured success. Considerable experimental work has been necessary to adapt the equipment to local conditions and to increase the efficiency of communication. This system promises greater reliability during periods of trouble as well as freedom from inductive disturbances at audio-frequencies which are always present when communication lines run in close proximity and parallel to power lines.

Again, the general problem of inductive interference of power circuits with communication lines which is increasing with the expansion of the distribution systems and which has given rise to much litigation in various parts of the United States, has been dealt with by the Laboratory in a sound engineering manner.

Special attention is required to be given to generating apparatus, transformers, etc., in order to eliminate all sources of such distortions in wave form as cause interference in neighbouring communication circuits, but which are little or no trouble to the power circuit itself. Elaborate and severe tests have been planned and carried out in close co-operation with one well-known communication

company, thus obtaining definite knowledge as to what is or is not possible in correcting troubles of this nature. In this connection it is worthy of note that the voltage wave forms of the new Queenston generators are nearly ideal.

Investigations have been made on equipment for specific purposes, some theoretical only, others supplemented by practical work when advisable. The experience obtained by the staff in carrying out such investigations is reflected in the facility with which problems of widely differing characteristics are attacked and solved.

Special problems of more or less general interest have included the following:

Tests and study of heat insulations for electrically-heated water tanks and the determination of comparative efficiencies of various materials; electrical characteristics of paints, varnishes, tapes, compounds, etc., and proposed systems of high-voltage direct-current transformation. Supplementary methods of heating have been given some attention with a view to ameliorating conditions anticipated on account of fuel scarcity. Some advisory inspection and testing of a special character has been undertaken on engineering materials and assembled parts for electrical purposes. Systems of refrigeration, electric and electrically driven, have also been investigated and more work remains to be done along this line. Special high-voltage testing, for which the facilities of this Laboratory are particularly well adapted, has been carried out.

The service which a laboratory such as this may render is increased in value by using it as a clearing house for up-to-date scientific knowledge with special reference to its application to engineering practice. The field of applied electrical engineering is very wide and progress therein is made more certain by co-ordination of effort through such an agency as this laboratory.

Approval Laboratory

The improvement in business conditions in the electrical manufacturing trade has been reflected in the increased number of applications for approval of devices received during the year, nearly 200 new or improved devices or appliances having been submitted. During the same period 139 approval reports were completed and 153 cards issued summarizing these reports. In addition, a large number of applications was received from manufacturers using the Underwriters' Laboratories "re-examination" or "label" service, and 103 cards covering their products were added to the approval record.

Among the new lines added during the year have been bread wrapping and sealing machines, water-pumping outfits, portable drills and grinders, motor-operated fans and blowers, interlocking switches for elevator doors and porcelain insulating devices. Additions have been made by many manufacturers to their lines of air and water heaters, ranges, snap switches and receptacles, etc.

Following up the issue by the Rules and Regulations Committee of a tentative set of rules for radio installations, applications were received for the approval of a number of so-called socket antennae devices and arresters. Inquiries have also been received from several importers of English and European electrical goods, and undoubtedly a number of lines such as theirs will be submitted for approval during the coming year.

A revision of the specifications issued to date is now under way in order that they may be brought up to date and into line with improvements accepted by the manufacturers and other interests concerned. A specification for Christmas Tree lighting sets allowing considerable leeway from the standard applying to flexible cords has been adopted. This will result, it is believed, in reducing the

fire hazard from Christmas trees on which candles are now used, by encouraging the use of electric lights instead.

For the re-examination service a schedule of fees has been adopted and the original agreement for this service has been superseded by a new form which requires the applicant to pay a fixed sum per annum in advance for each line of devices or appliances which receives the approval of the Commission. In line with the new schedule of fees a scheme of re-examination annually or quarterly has been worked out and put into operation during the year. Likewise the label service has been put on a regular schedule and inspections are made at the factory of each user of this service monthly, wherever possible. The number of labels distributed this year has been practically double that distributed in the previous fiscal year.

The work of following up advertisements in the technical and daily press and electrical displays at exhibitions and fairs has been carried on vigorously and has resulted in the practical elimination of advertisements and displays of "unlisted" goods offered for sale in Ontario.

Meter and Standards Laboratory

While the year has been marked with a slight decrease of the independent work of the Meter Laboratory, there has been a great volume of work done in co-operation with other sections. In many tests made in the field, especially upon new power houses and stations which were being placed in service, or rearranged, it has been possible to co-ordinate the work of this Laboratory with the High-Tension and Electrical Testing Laboratory, so that results could be obtained with greatest efficiency and general satisfaction. Almost every test is a special problem with its own individual characteristics, and for each a peculiar equipment of instruments and measuring equipment gives the best results. In assisting in the selection of this equipment, the Meter Laboratory has been of great help, and by the maintaining of a continual check on the accuracy of the apparatus, has eliminated many sources of controversy.

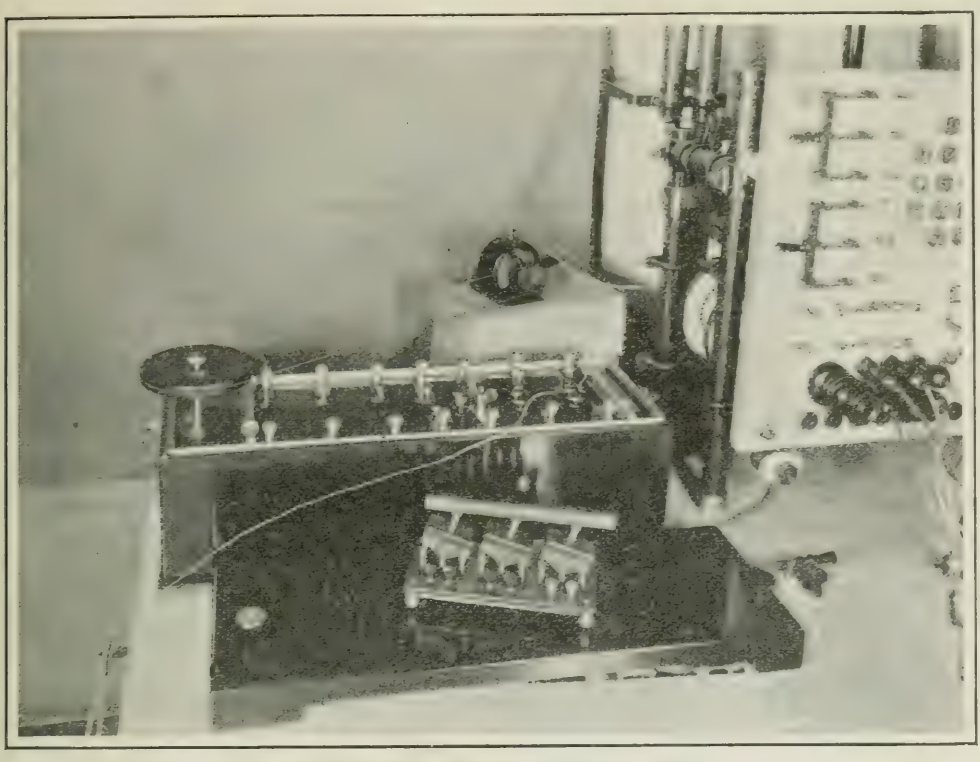
In a number of these field tests the oscillograph has proved of inestimable value. Practically all large generators now installed are required to withstand very severe short-circuit tests; and these produce in the circuits transient effects that may last but a very small fraction of a second—a period far too short to give dependable readings on instruments of the indicating type. Here the oscillograph is able to detect not only the maximum swing of current, but to give a permanent record of the exact time taken for a steady condition to be reached, and to furnish a complete history of conditions existing at the same time in auxiliary circuits. A number of such tests have been made, and engineering information gathered which could not have been obtained satisfactorily in any other manner. In a transforming station, where it was feared that a rearrangement of connections which was under way with a view to increasing the system capacity might be productive of conditions which would cause trouble on neighbouring communication circuits, the oscillograph was called into service and the most desirable conditions of operation quickly and definitely determined. When such outside tests as these are not in progress, the oscillograph is usually kept set up in the Laboratory, and can be put into service at short notice. It has been possible thus to supplement many tests which were in progress in the Laboratories with oscillographic records, thereby adding immensely to the value of the tests. Among these may be mentioned tests on rectifiers, telephone circuits and experimental systems of transformer connections.

Throughout the earlier part of the year there continued a great activity in the movement of watthour meters through the Meter shops, there being a larger demand for second-hand apparatus, and also for new meters, many of which received their Government inspection at the Laboratory. For some weeks in the summer, watthour meter work was comparatively quiet, but with the coming of the autumn and the shortage of coal, encouraging the use of small heater units, there was a distinct revival of meter work and considerable shipments were handled in the Meter shops. Several new types of meters have come into use in the year and opportunity has been taken to make careful tests upon these at the Laboratories, their performance being carefully watched afterwards in service, under the variety of conditions of use existing upon the Commission's systems. Besides watthour meters, a few new types of measuring instruments, such as demand indicators and graphic meters have made their appearance, and have been submitted to complete tests to prove their worthiness.

A number of meetings of the Watthour-Meter Sub-Committee of the Canadian Engineering Standards Association have been attended, and a standard specification for meters, agreeable to manufacturers, users and federal authorities is nearing completion. The Laboratory has a representative also upon the Instruments and Measurements Committee of the American Institute of Electrical Engineers and by his work the Commission is kept in the closest touch with the most up-to-date practice in metering, both in Canada and the United States.

The repairing of instruments and various testing devices for other departments and for outside parties has continued as heretofore in considerable volume, full use being made of the Instrument shop and the Standards equipment. Indicating and recording instruments, meggers, time switches, relays and testing sets may be mentioned. The Instrument shop has been busily engaged in co-operation with other departments of the Laboratories in the construction of special equipment needed in individual tests. The investigation of stresses in bus-bars, referred to elsewhere in this report, called for apparatus of a most delicate and special nature, which required many modifications and additional refinements as the tests proceeded. This equipment was all constructed in the Instrument shop, the closest co-operation being required between the instrument builders and the engineers conducting the test. Upon completion of this investigation, much of the apparatus which was developed for the tests was salvaged and has been added to the permanent equipment of the Laboratories. A large part of the radio equipment being placed in use by the Commission for purposes of communication has been built and assembled in this shop. Here, also, have been constructed a number of pieces of permanent equipment for the Structural Materials Laboratory, and for the production of test specimens used in investigations of the characteristics of steels and other materials which have become a matter of routine.

Full advantage has been taken of the occasional quiet periods in the work of the Laboratory to improve the equipment generally, bringing it up to higher degrees of accuracy and efficiency of operation. This applies particularly to the standardization apparatus. While, as described in last year's report, this equipment may be looked upon as being in permanent shape, new possibilities are continually becoming evident and slight improvements ever suggesting themselves. Some rearrangements of the wiring of the test tables in the Standards room have been made, and a number of valuable improvements, built for the most part by the Instrument shop, added. An oil-immersion tank has been constructed for the standard resistances, and arranged for quick and convenient connection of any unit, as required in standardization work. The units terminate



METER AND STANDARDS LABORATORY
Triple reversing switch for wattmeter testing and oil bath for standard resistances

in mercury cups, and are thoroughly protected from the effects of moisture and other disturbing influences. This tank is illustrated in an accompanying cut. At one end is a small circulating pump, which is driven by an outside motor, and serves to keep the oil, when in use, at a uniform temperature. It is of interest, here, to note that, whereas it was formerly supposed that the only oil suitable for immersion of these standard resistances was a very expensive grade, obtainable only in the United States and at a very high price, the Chemical Laboratory was able to derive a formula for an equally satisfactory oil, which was purchased at a reasonable figure from a local refinery.

Little new apparatus has been purchased for the Meter Laboratory, the present very complete equipment of meters and measuring devices being found capable of adaptation to practically all the work encountered in the routine of the Laboratories and to the special tests upon which the engineers have been engaged. At the same time it has been possible to place much of the metering apparatus at the disposal of other departments of the Commission and outside customers, for which service a moderate rental is charged.

Photometric Laboratory

The Photometric Laboratory is entrusted with all tests in which the measurement of light is involved, and is frequently consulted regarding the planning of the lighting for various classes of service.

The greater proportion of the work of this section is the testing of lamps manufactured for the Commission under contract. Before contracts are placed

the lamp situation is studied and the results of the previous year's experience reviewed. New developments in lamp making are investigated when possible. With data thus accumulated the specifications of efficiencies, life performance and tolerances are decided upon for the next year's lamp supply. The efficiencies are studied with special reference to the rates for current for lighting, prevailing throughout the districts served by the Commission, the aim being to secure lamps that will give economical and reliable service.

The lamp business for the coming year appeared to be of sufficient volume to justify the placing of a resident inspector in the factory supplying the lamps, and early in the fall this plan was carried out. A member of the staff was transferred to the factory and has direct supervision of all lamps made for the Commission. This inspector makes the regular inspection and tests to detect defects and measures the lamps to determine their conformity with specifications. Samples of lamps fulfilling requirements are forwarded to the Laboratory for life test.

In addition to these duties the inspector, who receives copies of orders, directs the shipping. It has been found that this plan saves much time and enables shipments to be made direct to the purchasers when desirable, in addition to eliminating the delay caused by rejected shipments when inspection is made at the Laboratory.

This section has co-operated with the engineering department in designing a system of signal lighting for Queenston generating station and is making tests of lamps for this purpose.

Many important details of the lighting of Queenston and some other stations have been designed by this section.

In addition to the Commission's own requirements systems have been planned and recommendations made for lighting several churches, an office, a collegiate institute and for the flood-lighting of an office building.

The measurement of the absorption of light of enclosing globes has been reduced to a routine basis, and a scale of charges for such work has been decided upon. By making some slight additions to the equipment of the 7-foot sphere photometer such work can be done quickly and at very low cost.

The selection of suitable glass for the panels of a street lighting lantern involved the measurement of the transmission of light by several samples of glass submitted. By this means the characteristics of the different samples were determined and the one best fulfilling the requirements was selected.

Tests have been made on train lighting globes, interior lighting reflectors, street lighting globes, automobile headlights and street illumination.

During the year the specifications for the testing of automobile headlight devices have been revised.

Engineering Materials Laboratory

The character of the work carried out by this Laboratory is the same as has been described in past reports to which the reader is referred. Only a few of the more interesting tests and investigations performed in the past year will therefore be described here.

Concrete Inserts

The special size and design of the bus insulators for the Queenston power house raised the question of a suitable method of fastening these to the concrete of the floors, walls and ceilings. Ordinarily a metal plug known as an "insert"

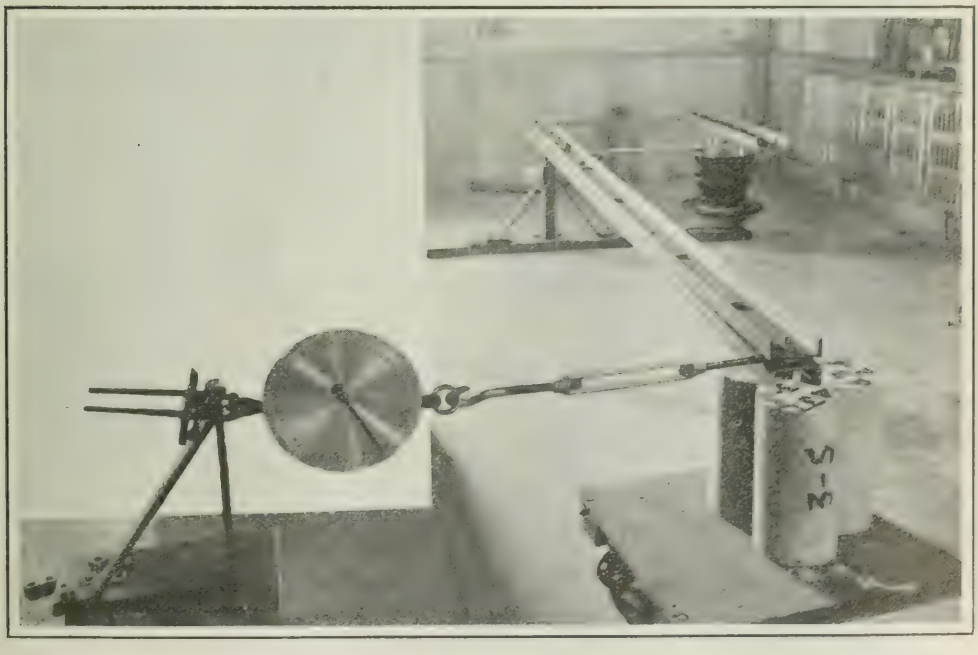
and drilled to receive a bolt of proper size is embedded in the concrete at the time the concrete is placed. These inserts take many forms, each manufacturer claiming special advantages for the particular type made by him. A number of these inserts were submitted to the Laboratory for comparative tests. As a result of these experiments it was found that the effectiveness of an insert was almost altogether due to the depth to which it was embedded in the concrete and not to any projections or lugs with which it was embellished; that the only projection required was a shoulder on the end inserted in the concrete to prevent the insert pulling out. With this information an insert was designed having a pull-out strength of 16,000 pounds and which could be made from a drop forging at a cost very much less than that of the cast-iron insert ordinarily used.

Floor Hardeners

A great many compounds are available for the treatment of concrete floors and each is claimed to have advantages over all others. In order to obtain information concerning these, comparative tests were made on a number, both of the integral and surface treatment type. Concrete panels made up in a manner similar to the top course of a concrete floor were treated with the different preparations and subjected to mechanical abrasion test.

The cut reproduced overleaf illustrates the apparatus used in making these tests. As will be seen, carborundum cylinders fit into upright pipes and rest on the concrete slabs under test and these in turn are fastened to the reciprocating table driven by the electric motor.

It was found in the case of the surface treatments that all were based on the well-known action of the fluosilicate compounds on concrete and that their effectiveness could be approximately predetermined from a knowledge of their chemical analysis. A floor hardener of this type made up in the Chemical



STRUCTURAL MATERIALS LABORATORY
Torsion test on large post-type insulator

Laboratory proved as efficient as the best of those tested. The integral hardeners tested were made up mainly of calcium chloride and the results obtained with them were those which could be expected from the use of this salt.

Line Materials

Tests were carried out on different forms of strain and dead-end clamps. From the information gained from these tests a clamp of each type was finally obtained which was lighter in weight, neater in appearance and of better holding power than the clamps then in use.

A particularly interesting series of tests was made on large post-type insulators. It was necessary to test these under a purely torsional load of 40,000 inch-pounds and a purely bending load of 40,000 inch-pounds. To do this the machine shown in an adjacent illustration was constructed. As shown, it is set up for the torsion test, but with a few simple changes it was possible to use the same machine for the bending test.

Metallurgical Studies

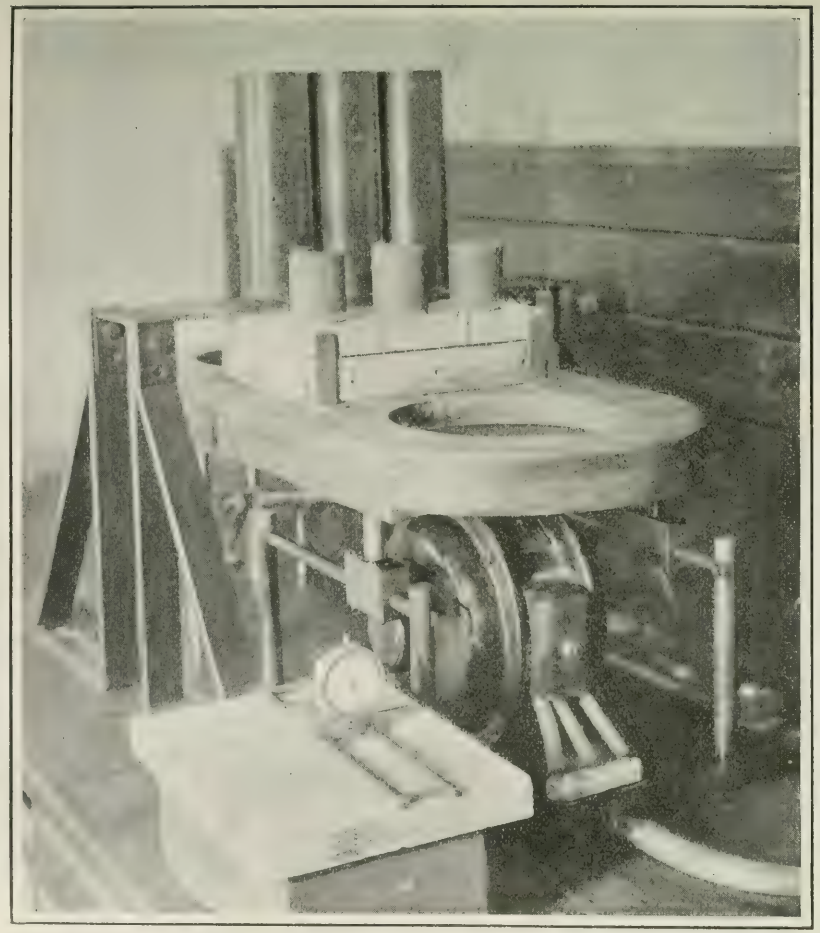
The Laboratory has co-operated in the investigation to determine the cause of the failure of No. 15 generator at the plant of the Ontario Power Company. Physical, chemical and microscopic studies have been made of the materials used in the construction of this machine and much valuable information was secured.

Few additions of note were made to the equipment of this Laboratory during the year. Provision has been made for the calibration of steel tapes, using as a standard a master tape calibrated by the Department of the Interior, Canada. The standards of one of the universal testing machines were extended to provide for tests upon line hardware assembled in place on transmission cable. This extension has proved very valuable.

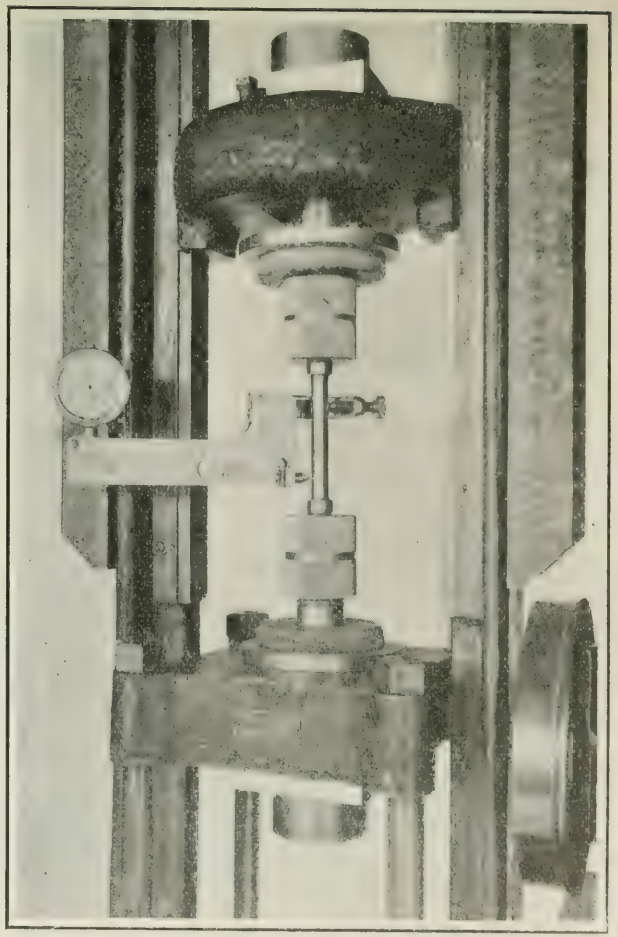
After some experience with the commercial type of ball and socket specimen holders used to prevent eccentric loading of the standard tension test specimen for metals, an improved form of this device was designed and built in the Laboratory and embodied several special features. It could be used on any standard testing machine, it could be operated much more quickly than the usual type, it would not drop out of the grips and it was protected against the sudden shocks occurring when the test specimen ruptured. It is illustrated in a cut reproduced herewith.

Standard instructions have been prepared for the use of the inspectors covering all of the principal materials usually inspected by this branch of the Laboratories. These instructions are prepared in loose leaf form, and are to be revised annually as necessary to keep them thoroughly up to date.

Certain standards of materials and workmanship are necessary in the construction of any structure, and these are covered by the purchaser's specifications. Many different specifications exist, all having the same standard of accomplishment in mind, but differing in some minor requirement or perhaps only in wording. During the year the inspection engineers of the Laboratories in co-operation with the designing engineers of the other departments have developed a set of standard clauses covering materials and workmanship for steel structures. Standard specifications for concrete are likewise in preparation.



STRUCTURAL MATERIALS LABORATORY
Apparatus used for wear tests of concrete floor preparations



STRUCTURAL MATERIALS LABORATORY
Self-aligning grips for testing metals in tension—showing test piece in place

Chemical Laboratory

The activities of the Chemical Laboratory do not differ materially from year to year. Many different kinds of tests are carried out and valuable co-operation is given to the other Laboratories in connection with the problems upon which they are working. New materials of all kinds are referred to it by the Purchasing department for examination and report, and while none of these tests is of sufficient importance to warrant special mention, in the aggregate they form a considerable proportion of the total work done and are of great value to the Commission.

Problems peculiar to the Chemical Laboratory are protective compounds and lubricating materials. The former includes paints, metallic coatings such as galvanizing and wood preservatives. Investigation work along each of these lines is in progress almost continuously.

Photographic Branch

This branch of the Laboratories has been very busy during the year, owing principally to the Queenston-Chippawa development. During the period of greatest activity weekly visits were made to Niagara by the photographer and at present progress pictures are being taken every month. A considerable number of airplane views of the development was taken during the summer. An "airplane" map was also constructed showing the power canal and the Niagara river from Chippawa to Queenston; the pictures for the map were taken from a height of 2,500 feet. For this work a special camera was built in the Laboratory workshop. Official pictures were also taken during the year of the 110,000-volt line from Queenston, the rural underground installation in Saltfleet township, the new Hamilton outdoor station, and Ranney Falls generating station.

The Blueprint section received 2,250 orders during the year.

SECTION IX

FINANCIAL STATEMENTS

EXPLANATORY STATEMENT RESPECTING THE ACCOUNTS

The Hydro-Electric Power Commission of Ontario believes that a satisfactory understanding of the manner in which the various operations of the Commission are financed will contribute greatly to the interest of those engaged either directly or indirectly with the work of the Commission.

In this section of its Annual Report the Commission presents detailed financial statements which may easily be understood although, upon casual inspection, they might appear somewhat complex.

For the purpose of financial statement, the various systems are treated as quite separate units for each of which similar statements and details are given. Many of the pages which follow, therefore, simply repeat for each system the class of data which is presented for the first system dealt with, namely, the Niagara system. In order, therefore, to possess a ready grasp of all the figures presented in this and other similar reports of the Commission, all that is necessary is to have a true understanding of the financial procedure followed in connection with one system and with one municipality.

The accounts of the Hydro-Electric Power Commission of Ontario are subjected to a strict audit by auditors specially appointed by the Provincial Government. The accounts of the individual municipalities are prepared according to approved and standard practice and are also duly audited. In fact, in preparing the various financial reports and statistical tables relating to all Hydro enterprises, the greatest care is exercised and all statements are presented in such form that they may be comprehensive and at the same time easily understood.

It is proposed here to explain briefly the general plan of the financial operations of the Commission and in the course of the explanation to illustrate by reference to specific data.

The balance sheet which immediately follows, exhibits the assets and liabilities of the Hydro-Electric Power Commission of Ontario in respect of all of its undertakings, except those of the "Central Ontario and Trent" and "Nipissing" systems—which owing to special conditions are separately submitted—and of the Ontario Power Company, Limited, the financial report of which is separately presented at the end of this section of the Report.

It will be understood that this statement of assets and liabilities and the financial tables which follow relate to the properties constructed and operated by the Commission as trustees for the municipalities; and the balance sheets, operating reports and statistical data appearing in Section X, under the heading of "Municipal Accounts," refer to the operation of the municipalities' properties within the boundaries of those municipalities which have contracted with the Commission for their supply of electrical energy.

The whole Hydro-Electric undertaking of the municipalities, so far as finances are concerned, is operated in what may be termed two distinct divisions: first—the division which covers the generation, transformation, and transmission of electrical energy in wholesale quantities to municipalities. The equipment essential to this work is constructed, or otherwise provided, and also operated on behalf of the associated municipalities by the Hydro-Electric Power Commission of Ontario.

The second division comprises the various operations involved in the local distribution by various municipal utility commissions, within their respective municipalities, of the electrical energy which they purchase from the Hydro-Electric Power Commission. The work performed by the various municipal commissions in their local distribution and sale of electrical energy is under the supervision of the Hydro-Electric Power Commission.

To convey a better understanding respecting the operations of Hydro undertakings, the financial results of the two divisions just mentioned have been combined and are shown in balance sheet form immediately following statement "A" in Section X of this Report. These balance sheets are headed "Statement combining the Hydro-Electric Power Commission's plant and reserves with the assets, liabilities and reserves of the 'Hydro' Municipal Utilities as at 31st December, 1922," and information respecting the several columns of figures is given in a statement immediately preceding these balance sheets.

The ultimate source of all revenue—whether for the larger operations of the Hydro-Electric Power Commission or for the smaller local operations of the municipalities—is, of course, the consumer. The revenue collected from the service supplied by the municipalities is divided so as to pay for the power purchased from the Commission and also for the expense incurred by the local utility in supplying its customers.

The portion of the total revenue remitted to the Hydro-Electric Power Commission—and this remittance appears in the financial statements as the total "Cost of Power"—must be sufficient to pay the municipality's proportion of the expenditures made by the Commission on behalf of the municipality, in connection with the particular system to which the municipality belongs, in order to provide, transmit and sell to the municipality the agreed upon amount of power. This remittance to the Commission includes a sinking fund and a depreciation or renewals reserve fund; the former making full provision for the liquidation of the capital investment and the latter creating a fund considered to be fully adequate to renew or rebuild any section of the various properties when necessary. The Hydro-Electric Power Commission of Ontario obtains its revenue from power service—that is from the sale of electricity generated for and transmitted to the municipalities in bulk—and with this revenue operates and maintains its system and also creates the reserves just mentioned. Power service is given to each municipality "at cost."

All municipalities have current expenses to meet similar to the expenses of the Commission and have adopted the same sound financial procedure with respect to the operation of their local utilities. In other words, concurrently with the creation of funds to liquidate their debt to the Commission and provide a reserve to rebuild generating, transforming, and transmission systems, the municipalities are taking similar action with respect to their local Hydro systems.

From the foregoing explanation it will be seen that the revenue obtained from "Hydro" light and power customers is sufficient to meet *all* operating and maintenance costs and capital charges in connection with (a) individual municipal investments and (b) collective municipal investments made through

the agency of the Hydro-Electric Power Commission, and in addition there is being provided a fund for the purpose of renewing or rebuilding the properties—if necessary—of the whole Hydro installation from the generating stations to and including the municipal systems.

It will be profitable to consider, very briefly, the basic principle upon which the whole Hydro project is founded. This is set out in the contracts under which the municipalities enter into the partnership of which the Commission acts as trustee. The rates at which power is supplied to the various municipalities vary with the amount of power used and the distance from the source of supply. The entire capital cost of the various power developments and transmission systems are pro-rated annually to the connected municipalities, according to the relative use made of the lines and equipment. Each municipality is required to assume responsibility for just that portion of capital employed in delivering electrical energy to it, together with such expenses as are incident to that particular portion of the investment. Municipalities are not charged with expenses connected with equipment or plant from which they derive no benefit or are in no way interested. The entire annual expense of operation, maintenance, administration, interest and sinking fund and full depreciation are paid out of revenue collected from the municipalities, through the medium of thirteen power bills rendered by the Commission each year. Power bills are rendered at an interim estimated rate each month during the year and a thirteenth bill—or credit memorandum as the case may be—is rendered at the end of the year, when the Commission's books are closed and the actual cost determined.* There is no burden on the taxpayers or on non-users and no avenue through which losses, should they occur, could be absorbed, except by a direct charge to the contracting municipalities for power supplied. It should be noted that the sinking fund on the debentures is treated as an operating expense and that, therefore, the municipalities are not only paying the interest on the investment, but are also paying off the principal by means of a sinking fund and, in addition, are providing for the perpetuity of the system through an adequate depreciation fund.

The results obtained by the annual adjustments of the Commission's capital investment, operating expenses and fixed charges as they affect individual municipalities are clearly shown in the tables for the respective systems.

These financial statements are typical of others appearing in this section of the Commission's Annual Report, and if their significance is fully appreciated there can be no misconception of the relationship of the municipalities to the Commission's operations.

To further illustrate the foregoing explanatory comments a typical Operating Report is now submitted, viz., that of the Hydro-Electric Utility of the city of Sarnia:

*The financial year for the Commission accounts ends on October 31. The financial year for the Municipal accounts, however, ends on December 31, and the Municipal accounts are made up to this date, and so recorded in Section X.

SARNIA HYDRO SYSTEM

OPERATING STATEMENT FOR THE YEAR 1922

REVENUE

Revenue from Sarnia Hydro customers, for year	$198,856.82

EXPENSES

Representative illustration of expenses incurred by Hydro-Electric Power Commission on behalf of a municipality in connection with the supplying of its electrical energy. These data really show—as determined by annual adjustment—what it costs the Commission to supply the municipality with its power. See Annual Adjustment Statement, page 206 for the city of Sarnia as follows:

Cost (pro. share) of generating and transforming at Niagara Falls, Ontario	$55,325.76	
Cost (pro. share) of administering, maintaining and operating Commission's transformer stations and transmission lines	22,457.89	
Interest on Sarnia's proportionate share of capital investment in stations and lines	19,941.89	
Renewal reserves (pro. share) yearly provision for plant renewal purposes	5,459.62	
Contingencies (pro. share) yearly provision	3,297.90	
Payments to sinking fund (pro. share)	5,786.99	
		$112,270.05

Expenses incurred by a municipality through its utility commission in connection with the sale of electrical energy to consumers. Consult the section dealing with the Municipal Accounts:

Operation, maintenance and administrative expenses, etc	$40,386.99	
Interest and fixed charges on debenture debt	25,833.00	
Depreciation charge	9,662.00	
		$75,881.99
Total expenses charged against the revenue from customers of the Sarnia system		$188,152.04
Net surplus for the year		$10,704.78

The city of Sarnia situated at the extreme end of the Niagara system, 185 miles distant from source of power, Niagara Falls, Ontario, was connected to the system, December, 1916. This utility has fulfilled every monetary obligation imposed upon it by the Power Commission Act. With the close of the sixth year of operation its financial condition as set forth in the municipalities balance sheet (see Statement A, in Section X) stands as follows.

Total assets, $542,157.76; total liabilities, $283,935.37; reserves and surplus, $258,222.39. The last mentioned figure comprises the following items:

Debentures paid	$ 39,092.81
Reserve for renewal of plant (local)	57,040.00
Sinking fund equity in Hydro-Electric Power Commission system	14,142.76
Surplus	147,946.82
	$258,222.39

In addition to these reserves the Hydro-Electric Power Commission of Ontario has collected from this utility during the period under review the sum of $56,621.58 which represents Sarnia's proportionate share of renewals reserve retained by the Commission for purposes as hereinbefore mentioned.

HYDRO-ELECTRIC POWER

Detailed Statement of Assets

POWER

Assets			
Niagara System:			
Right-of-way		$1,670,895.30	
Steel-Tower Lines		5,622,611.87	
Transformer Stations		10,779,068.25	
Wood-Pole Lines		2,806,734.49	
		$20,879,309.91	
Rural Lines { Rural Construction	$307,411.13		
Rural Lines { Rural Power Districts Construction	532,129.72		
		839,540.85	
			$21,718,850.76
Niagara Power Development Works:			
Expenditure to date on Construction Work at Niagara Falls			65,642,615.86
Severn System:			
Power Development		$654,286.51	
Wood-Pole Lines		566,276.93	
Transformer Stations		211,549.91	
		$1,432,113.35	
Rural Power Districts Construction		10,188.55	
			1,442,301.90
Eugenia System:			
Power Development		$994,737.54	
Wood-Pole Lines		804,940.51	
Transformer Stations		261,265.66	
		$2,060,943.71	
Rural Lines		2,239.07	
Rural Power Districts		3,070.83	
			2,066,253.61
Wasdells System:			
Power Development		$144,379.35	
Wood-Pole Lines		203,186.79	
Transformer Stations		31,485.22	
		$379,051.36	
Rural Lines		14,955.95	
			394,007.31
Muskoka System:			
Power Development		$148,473.74	
Wood-Pole Lines		54,420.23	
Transformer Stations		9,896.85	
			212,790.82
St. Lawrence System:			
Wood-Pole Lines		$521,052.01	
Transformer Stations		484,747.25	
		$1,005,799.26	
Rural Power Districts Construction		29,462.82	
			1,035,262.08
Rideau System:			
Power Development		$756,926.70	
Wood-Pole Lines		261,964.20	
Transformer Stations		60,855.90	
			1,079,746.80
Thunder Bay System:			
Power Development (Nipigon River)		$5,772,133.31	
Transmission Lines " " (Port Arthur)		602,161.90	
Transformer Station " " " "		149,681.01	
Transformer Station (Port Arthur)		89,317.45	
Transmission Lines " "		29,476.46	
			6,642,770.13

COMMISSION OF ONTARIO

and Liabilities—31st October, 1922

UNDERTAKINGS

LIABILITIES

Provincial Treasurer:		
Cash Advances for Niagara and other Systems	$44,938,798.24	
Cash Advances for Niagara Power Development Works	61,278,545.52	
		$106,217,343.76
Unexpended portion of the sum appropriated by the Legislature to cover expenditures by the Commission on account of the Province		58,230.11
Bank of Montreal:		
Cash Advances re Construction of Third Pipe Line on Ontario Power Company's Property		1,200,000.00
Debentures issued to cover purchase of Capital Stock of Ontario Power Company of Niagara Falls	$8,000,000.00	
Interest accrued thereon	80,000.00	
		8,080,000.00
Debentures issued to cover the purchase price of the Capital stock of The Toronto Power Co., Ltd., and in certain Electrical Power Equipment of the Toronto and York Radial Railway	$619,000.00	
Interest accrued thereon	15,475.00	
		634,475.00
Debentures issued for the purpose of retiring the 1921 issue of the Ontario Power Company of Niagara Falls	$3,200,000.00	
Interest accrued thereon	67,856.16	
		3,267,856.16
Debentures issued to cover purchase price of Essex System	$226,000.00	
Interest accrued thereon	3,875.00	
		229,875.00
Debentures issued to cover purchase price of Thorold System	$100,000.00	
Interest accrued thereon	1,666.67	
		101,666.67
Debentures Assumed:		
Line to Brick Companies at Streetsville	$4,267.26	
Muskoka Power Development	40,678.96	
	$44,946.22	
Interest accrued thereon	1,605.45	
		46,551.67
Accounts Payable	$190,938.84	
Bond Interest Coupons Overdue, but not presented	59,016.50	
		249,955.34
Cash on deposit on account of Central Ontario System		363,400.20
Insurance Department:		
Outstanding Claims and Awards	$618,547.86	
Surplus	38,197.54	
		656,745.40
Balances due to Municipalities in respect of amounts paid by them to 31st October, 1922, in excess of the cost of power supplied to them as provided to be paid under Section 23 of the Act:		
Niagara System	$110,368.85	
Severn System	111,145.03	
Eugenia System	27,830.22	
Wasdells System	1,682.25	
Muskoka System	11,534.56	
St. Lawrence System	25,945.04	
Rideau System	30,504.78	
Ottawa System (Nepean District)	590.66	
		319,601.39

HYDRO-ELECTRIC POWER

Detailed Statement of Assets

POWER UNDER

ASSETS			
Ottawa System:			
Meters, etc		$2,748.91	
Rural Power Districts		23,200.83	
			$25,949.74
Bonnechere River Storage System:			
Round Lake Dam		$20,292.68	
Golden Lake Dam		11,092.81	
Interest on above to 31st December, 1916		2,780.25	
			34,165.74
Essex System:			
Purchase price of System		$226,000.00	
Additional Expenditure to date		115,960.09	
			341,960.09
Thorold System:			
Purchase price of System		$100,000.00	
Less: Credit Balance on Current Account		81,429.53	
			18,570.47
Service Buildings:			
Service Building and Equipment, Toronto		$466,900.43	
Equipment of Storehouse and Garage, Hamilton		9,473.74	
Pole Yard and Equipment, Cobourg		20,070.79	
			496,444.96
Office Buildings:			
On University Avenue, Toronto		$499,000.29	
On Corner Elm Street antd Centre Avenue, Toronto		161,356.87	
			660,357.16
Office Furniture and Equipment:			
At Toronto Office		$104,852.52	
At Hamilton Office		2,157.61	
At Electrical Inspection Offices		5,330.70	
Library		2,172.38	
Stationery and Office Supplies		23,850.79	
			138,364.00
Automobile and Trucks			8,491.30
Inventories:			
Construction and Maintenance, Tools and Equipment		$264,068.28	
Construction Material and Sundry Supplies		761,611.99	
Maintenance Materials and Supplies		255,326.21	
			1,281,006.48
Capital Stock of Ontario Power Company of Niagara Falls			8,000,000.00
Investment of Capital Stock of Toronto Power Company, Ltd., and in certain Electrical Power Equipment of the Toronto and York Radial Railway			619,258.00
Ontario Power Company of Niagara Falls:			
Re 6 per cent. 1941 Debentures issued by the Commission for the purpose of retiring the 1921 issue of the Power Company	$3,200,000.00		
Interest accrued thereon	67,856.16		
		$3,267,856.16	
Expenditure in connection with construction of Third Pipe Line	$3,514,676.62		
Accrued Interest on $8,000,000 Bonds issued by the Commission to cover the purchase price of the Capital Stock of the Power Company	80,000.00		
		3,594,676.62	
Current Account		344,602.49	
			7,207,135.27
The Toronto Power Co., Ltd., Current Account			191,820.96
Toronto and York Radial Co., Current Account			59,375.00
Sinking Fund:			
On deposit with Provincial Treasurer, including interest allowed thereon		$638,699.16	
Invested in Securities of the Province of Ontario which are deposited with the Provincial Treasurer—par value $827,000.00		827,000.00	
Interest accrued thereon		18,964.03	
			1,484,663.19

COMMISSION OF ONTARIO

and Liabilities—31st October, 1922—Continued

TAKINGS—Continued

LIABILITIES

Reserves for Sinking Fund:		
Municipalities—		
Niagara System	$1,740,390.63	
Niagara Rural Lines	40,142.80	
Severn System	83,613.38	
Eugenia System	38,857.68	
Eugenia Rural Lines	190.18	
Wasdells System	17,137.42	
Wasdells Rural Lines	885.27	
Muskoka System	4,524.03	
St. Lawrence System	27,677.90	
St. Lawrence Rural Lines	.....	
Thunder Bay System	22,115.45	
Ottawa System	353.12	
Bonnechere Storage System	3,936.99	
		$1,979,824.85
Service and Office Buildings—		
Service Buildings	$52,676.94	
Office Buildings	67,377.16	
		120,054.10
Reserves for Renewals:		
Contributed by Municipalities—		
Niagara System	$2,475,421.02	
Severn System	132,743.72	
Eugenia System	137,200.69	
Wasdells System	35,564.12	
Muskoka System	15,215.17	
St. Lawrence System	64,743.78	
Rideau System	33,771.00	
Thunder Bay System	42,433.51	
Ottawa System	434.59	
		2,937,527.60
In respect of Service and Office Buildings—		
Service Buildings	$111,984.52	
Office Buildings	12,303.55	
		124,288.07
Reserves for Contingencies:		
Niagara System	$4,853.87	
Severn System	29,220.08	
Eugenia System	12,801.38	
Wasdells System	6,068.13	
Muskoka System	3,375.57	
St. Lawrence System	6,255.17	
Rideau System	7,673.25	
Thunder Bay System	4,601.65	
		74,849.10
Interest reserved for the benefit and credit of Municipalities which have paid Sinking Funds—being the Interest return from the Investment of such funds in excess of the 4 per cent. Interest already allowed by the Commission thereon		13,083.97
Surplus arising from Departmental Operations in Service Buildings		22,168.26

HYDRO-ELECTRIC POWER

Detailed Statement of Assets

POWER UNDER

ASSETS

Investments:			
Debentures of the Hydro-Electric Power Commission purchased (issued in connection with the purchase of Capital Stock of the Ontario Power Company) par value $115,000.00		$79,844.50	
Interest accrued thereon		1,150.00	
			$80,994.50
Cash:			
In Banks		$1,453,407.64	
In hands of employees as advances on account of expenses		119,937.87	
In Bank to pay Bond Interest Coupons overdue, but not presented		59,016.50	
			1,632,362.01
Accounts Receivable:			
Due by Municipalities in respect of Construction Work and Supply Sales	$563,402.07		
Less: Reserve for Doubtful Accounts	11,288.36		
		$552,113.71	
Due by Municipalities in respect of Power Accounts		1,185,061.22	
"Sinking Fund and Interest" and "Consumers" Accounts owing in respect of Rural Lines		78,838.82	
Due by Town of Renfrew for Water from Bonnechere Storage System for power purposes		7,116.75	
Balances due by Municipalities in respect of the Costs of Power supplied to them, as provided to be paid under Section 23 of the Act:			
Niagara System	$343,650.35		
Severn System	14,620.23		
St. Lawrence System	10,517.08		
Wasdell System	6,634.10		
Eugenia System	33,761.96		
Muskoka System	3,784.15		
		412,967.87	
			2,236,098.37
Walkerton Quarry Mortgage, securing Balance of Sale Price		$260,000.00	
Interest accrued thereon		10,670.69	
			270,670.69
Amount recoverable out of future revenues from the City of Port Arthur, and other Power Customers on The Thunder Bay System—being that portion of the interest on the Nipigon Development which was deferred as at 31st October, 1922			318,320.65
Receivable from the Province of Ontario as the amount owing under the Rural Hydro-Electric Power Distribution Act of 1921 in respect of bonus to primary rural lines completed and in operation on 31st October, 1922			202,953.07
Balance on interest account to be charged against operations in the year following			49,674.94
Work in Progress:			
Expenditure on account of various Systems chargeable upon completion to—			
Capital Construction		$64,624.23	
Operating and Maintenance Expenses		3,896.93	
			$68,521.16
Insurance Unexpired			49,672.42

COMMISSION OF ONTARIO

and Liabilities—31st October, 1922—Continued

TAKINGS—Continued

LIABILITIES

Contingent Liabilities:	
In respect of Contracts entered into, for works under construction	$2,140,835.17
In respect of outstanding Bonds of The Ontario Power Company of Niagara Falls, and the Ontario Transmission Company, Limited	10,691,000.00

HYDRO-ELECTRIC POWER
Detailed Statement of Assets
RADIAL RAILWAY

ASSETS			
Sandwich, Windsor and Amherstburg Railway:			
Cost of Capital Stock, and Plant Assets of Company		$2,039,000.00	
Advances for Construction and Extensions and Operations	$1,100,000.00		
Less: Current Account	40,997.95		
		$1,059,002.05	
			$3,098,002.05
Guelph Radial Railway:			
Purchase price of Railway	$150,000.00		
Less: Instalments paid	5,005.69		
		$144,994.31	
Proceeds of Sale of Bonds	$150,000.00		
Proceeds of Loan from Bank of Montreal	115,000.00		
	265,000.00		
Less: Cash held by the Commission	8,021.57		
		256,978.43	
			401,972.74
York Radial Railways:			
Purchase price of Road and Equipment of the Metropolitan, Scarboro and Mimico Divisions			2,375,000.00
Port Credit to St. Catharines Radial Railway:			
Expended upon purchase of Right-of-way		$71,299.02	
Construction materials purchased		281,882.06	
Surveying, Engineering, Administrative Expenses and Interest		128,011.29	
			481,192.37
Toronto to Port Credit Radial Railway:			
Expended upon purchase of Right-of-way		$631,231.87	
Surveying, Engineering, Administrative Expenses and Interest		148,803.87	
			780,035.74
Expended prior to 31st October, 1921, in connection with investigations, surveys, by-laws and reports on proposed Radial Railways		$151,871.77	
Expended prior to 31st October, 1921, in connection with preparation of information for a submission of evidence to the Royal Commission which investigated Hydro Radial Railways		335,123.93	
		$486,995.70	
Less cash advances by the Province on account of the above.		150,000.00	
		336,995.70	
Interest added thereto in year		21,904.72	
Balance carried as recoverable from the Province of Ontario			358,900.42
			$133,206,532.76

NIAGARA
Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT		
Power Purchased		$3,848,497.60
Costs of operating and maintaining the Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		765,775.23
Interest on Capital Investment		726,107.61
Provision for Renewal of Lines, Stations, etc		195,255.52
Provision for Contingencies:		
By charges against Municipalities	$190,416.40	
By charges against contracts with Private Companies which purchased power	31,275.20	
		221,691.60
Provision for Sinking Fund:		
By charges against Municipalities	$211,587.56	
By charges against contracts with Private Companies which purchased power	42,555.81	
		254,143.37
		$6,011,470.93

COMMISSION OF ONTARIO

and Liabilities—31st October, 1922—Continued

UNDERTAKINGS

LIABILITIES

In respect of the Sandwich, Windsor and Amherstburg Railway:			
Debentures issued to cover purchase price of Capital Stock and Plant Assets		$2,039,000.00	
Interest accrued thereon		7,646.25	
			$2,046,646.25
Debentures issued for the purpose of making extensions and betterments		$900,000.00	
Interest accrued thereon		18,020.55	
			918,020.55
Bank of Montreal—Advances			200,000.00
(Secured by hypothecation of $261,000.00 Hydro Radial Debentures issued by Commission and $190,000.00 Debentures of City of Windsor)			
In respect of the Guelph Radial Railway:			
City of Guelph—Purchase price of Railway payable thereto, in half yearly instalments, according to purchase agreement	$150,000.00		
Less: Instalments paid	5,005.69		
		144,994.31	
Debentures issued by the Commission for the purpose of making extensions and betterments		150,000.00	
Bank of Montreal—Advances		115,000.00	
(Secured by hypothecation of $150,000.00 Guelph Radial Railway Debentures issued by the Commission.)			409,994.31
In respect of York Radial Railways:			
Debentures issued to cover the purchase price of the Road and Equipment on the Metropolitan, Scarboro and Mimico Divisions		$2,375,000.00	
Accrued interest thereon		59,375.00	
			2,434,375.00
In respect of the Port Credit to St. Catharines Radial Railway:			
Bank of Montreal—Advances			500,000.00
(Secured by hypothecation of $1,200,000.00 Hydro Radial Debentures, being part of issue of $11,360,363.00 guaranteed by Province of Ontario)			
Contingent Liability:			
In respect of Contracts entered into for Construction Materials $82,756.25			
			$133,206,532.76

SYSTEM

Ended 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities		$4,959,172.76
Power sold to Private Companies		698,569.58
Add: Amounts due by certain Municipalities, being the difference between sums paid and the Costs of Power supplied to them in the year	$307,322.34	
Deduct: Amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the year	110,182.33	
		197,140.01
REVENUE		$5,854,882.35
Loss on Sale of Power supplied to Private Companies (written off to Contingency Reserve)		156,588.58
		$6,011,470.93

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—under Received by the Commission from Each Municipality on Account of such Cost, upon Ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Horsepower supplied in year after correction for power factor	Cost of Power to Commission	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
Acton	32.00	37.00	36,641.23	249.1	4,178.92	1,811.56	1,493.43
Ailsa Craig	49.00	49.00	37,377.93	124.4	2,086.94	1,177.87	1,583.08
Alvinston	.....	95.95	31,099.14	25.9	434.50	1,322.24	983.76
Aylmer	45.00	50.00	54,655.55	199.6	3,348.50	2,525.18	2,341.80
Ayr	50.00	50.00	16,664.90	79.9	1,340.41	1,027.17	708.07
Baden	32.00	36.00	28,038.14	210.4	3,529.68	1,770.56	1,166.03
Beachville	30.00	37.00	31,680.56	271.1	4,547.99	2,210.01	1,298.29
Blenheim	53.00	54.00	38,988.04	176.9	2,967.69	2,334.59	1,640.41
Bolton	60.00	60.00	40,473.99	114.1	1,914.15	873.02	1,738.48
Bothwell	60.00	55.00	33,282.72	136.5	2,289.93	1,634.83	1,385.97
Brampton	20.00	26.00	102,723.76	997.8	16,739.15	4,785.43	3,473.52
Brantford	20.00	25.00	330,713.15	5,152.6	86,440.31	16,193.37	12,928.41
Brigden	60.00	66.00	28,448.61	55.6	932.75	1,297.01	1,215.59
Burford	70.00	70.00	26,054.44	52.1	874.03	887.79	1,130.04
Burgessville	48.00	52.00	7,044.95	25.3	424.43	541.63	301.99
Caledonia	24.00	29.00	8,596.55	101.1	1,696.06	374.51	346.26
Chatham	28.00	31.00	297,627.44	2,742.9	46,015.05	13,076.05	11,306.08
Chippawa Vil.	(see end	of this	table)	.....	.....	.....	.....
Clinton	46.00	48.00	43,720.45	174.8	2,932.46	2,232.28	1,868.44
Comber	60.00	60.00	29,223.71	104.7	1,756.45	1,077.60	1,217.53
Dashwood	56.00	62.00	20,783.97	47.2	791.83	913.82	889.07
Delaware	85.00	85.00	4,673.66	13.1	219.77	224.03	199.18
Dereham Twp.	37.00	37.00	10,347.66	57.4	962.95	1,055.27	437.15
Dorchester	50.00	50.00	4,354.97	23.9	400.95	431.50	170.46
Drayton	70.00	72.00	26,643.07	51.3	860.61	927.26	1,156.06
Dresden	38.00	38.00	25,274.24	160.5	2,692.56	1,475.99	1,007.62
Drumbo	55.00	55.00	5,561.28	26.5	444.56	333.89	236.39
Dublin	60.00	70.00	10,235.89	28.1	471.41	905.77	441.52
Dundas	17.00	22.00	55,004.14	1,173.8	19,691.74	2,692.95	2,048.76
Dunnville	40.00	50.00	82,816.04	296.3	4,970.75	1,096.38	3,641.75
Dutton	40.00	44.00	18,405.16	109.7	1,840.33	1,413.18	775.14
Elmira	38.00	38.00	56,931.42	417.5	7,004.00	3,245.64	2,373.05
Elora	40.00	44.00	42,935.43	244.1	4,095.04	1,767.62	1,772.78
Embro	75.00	80.00	18,730.91	51.3	860.61	1,032.13	807.95
Etobicoke Twp	27.00	27.00	46,617.14	517.5	8,681.62	3,736.68	1,852.35
Exeter	41.00	46.00	53,603.18	204.5	3,430.70	1,857.71	2,257.36
Fergus	44.00	47.00	39,779.67	218.0	3,657.18	1,762.98	1,646.34
Forest	60.00	60.00	44,778.77	130.3	2,185.92	2,354.01	1,885.46
Galt	21.00	25.00	273,913.77	3,616.2	60,665.58	14,826.07	10,649.25
Georgetown	35.00	38.00	104,191.96	563.1	9,446.60	4,031.40	4,315.95
Glencoe	78.35	76.00	36,947.74	72.5	1,216.26	1,233.44	1,584.05
Goderich	50.00	55.00	147,283.42	460.3	7,722.02	6,626.49	6,334.99
Granton	55.00	55.00	13,783.69	44.8	751.57	586.63	584.31
Guelph	20.00	25.00	287,598.30	4,458.4	74,794.37	17,483.67	10,528.41
Hagersville	36.00	36.00	58,143.55	428.9	7,195.25	1,913.73	2,422.59

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission, the Amount and the Amount remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges.			Total Cost of Power for year as provided to be paid under Section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921-1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
408.73	249.10	534.88	8,676.62	9,005.56	328.94	.....	1920-21
441.98	124.40	480.09	5,894.36	6,096.63	202.27	.....	1917-18
277.86	25.90	.....	3,044.26	2,489.89	.....	554.37	.....
652.83	199.60	.....	9,067.91	9,803.84	735.93	.....	.....
196.17	79.90	227.20	3,578.92	3,994.56	415.64	.....	1918-19
318.14	210.40	441.97	7,436.78	7,416.63	.....	20.15	1920-21
351.92	271.10	555.32	9,234.63	9,768.40	533.77	.....	1920-21
454.99	176.90	634.81	8,209.39	9,519.76	1,310.37	.....	1917-18
486.77	114.10	698.48	5,825.00	6,847.35	1,022.35	.....	1917-18
385.23	136.50	646.39	6,478.85	7,627.90	1,149.05	.....	1917-18
924.56	997.80	1,331.37	28,251.83	26,197.94	.....	2,053.89	1921-22
3,351.48	5,152.60	3,381.90	127,448.07	124,256.96	.....	3,191.11	1918-19
341.87	55.60	.....	3,842.82	3,583.89	.....	258.93	.....
317.78	52.10	283.86	3,545.60	3,646.97	101.37	.....	1917-18
84.22	25.30	64.78	1,442.35	1,298.82	.....	143.53	1916-17
92.06	101.10	132.37	2,742.36	2,851.05	108.69	.....	1920-21
3,040.88	2,742.90	3,612.55	79,793.51	83,886.13	4,092.62	.....	1917-18
.....	.....	.....	.....	.....	.....	.....	.....
519.90	174.80	725.78	8,453.66	8,079.85	.....	373.81	1918-19
339.36	104.70	304.33	4,799.97	6,279.40	1,479.43	.....	1917-18
249.63	47.20	.....	2,891.55	2,873.58	.....	17.97	.....
55.77	13.10	69.94	781.79	1,116.99	335.20	.....	1917-18
120.61	57.40	.....	2,633.38	2,123.13	.....	510.25	.....
46.93	23.90	79.49	1,153.23	1,196.63	43.40	.....	1918-19
325.23	51.30	.....	3,320.46	3,678.87	358.41	.....	.....
276.24	160.50	415.81	6,028.72	6,099.20	70.48	.....	1917-18
65.50	26.50	78.80	1,185.64	1,458.39	272.75	.....	1918-19
123.68	28.10	.....	1,970.48	1,917.22	.....	53.26	.....
508.83	1,173.80	732.71	26,848.79	25,130.21	.....	1,718.58	1921-22
1,034.59	296.30	.....	11,039.77	14,256.25	3,216.48	.....	.....
213.37	109.70	310.21	4,661.93	4,753.06	91.13	.....	1917-18
648.21	417.50	656.96	14,345.36	15,863.73	1,518.37	.....	1919-20
488.40	244.10	744.98	9,112.92	10,593.23	1,480.31	.....	1918-19
226.33	51.30	319.98	3,298.30	4,071.91	773.61	.....	1918-19
493.96	517.50	.....	15,282.11	13,972.48	.....	1,309.63	.....
628.54	204.50	2,547.49	10,926.30	9,248.94	.....	1,677.36	1916-17
454.11	218.00	544.46	8,283.07	10,124.95	1,841.88	.....	1918-19
527.51	130.30	.....	7,083.20	7,816.00	732.80	.....	.....
2,799.82	3,616.20	4,031.74	96,588.66	91,270.11	.....	5,318.55	1921-22
1,191.00	563.10	1,491.13	21,039.18	21,095.68	56.50	.....	1919-20
445.49	72.50	.....	4,551.74	5,541.64	989.90	.....	.....
1,771.00	460.30	2,583.27	25,498.07	24,195.54	.....	1,302.53	1918-19
163.20	44.80	191.69	2,322.20	2,464.45	142.25	.....	1916-17
2,712.96	4,458.40	3,906.66	113,884.47	107,621.52	.....	6,262.95	1921-22
661.49	428.90	679.25	13,301.21	15,438.81	2,137.60	.....	1919-20

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—under Received by the Commission from Each Municipality on Account of such Cost, upon Ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Horsepower supplied in year after correction for power factor	Cost of Power to Commission	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
Hamilton	16.00	20.00	1,506,231.82	18,832.2	315,930.06	36,820.71	33,801.00
Harriston	55.00	50.00	52,313.23	191.2	3,207.58	2,676.82	2,241.37
Hensall	57.00	64.00	24,157.00	54.7	917.65	831.05	1,033.42
Hespeler	23.00	29.00	37,494.33	447.7	7,510.64	2,486.67	1,476.07
Highgate	55.00	55.00	14,204.31	42.8	718.01	575.95	586.98
Ingersoll	23.00	29.00	101,737.64	1,197.8	20,094.36	7,291.28	4,097.92
Kitchener	20.00	25.00	517,005.12	7,312.0	122,666.53	28,416.88	20,437.38
Lambeth	75.00	75.00	11,024.12	30.9	518.38	689.83	469.78
Listowel	37.00	37.00	74,520.49	412.8	6,925.16	3,418.69	3,148.33
London	20.00	25.00	1,079,944.93	15,137.0	253,939.18	46,602.54	40,028.28
London Railway Commission	15.00+ kw-hr	15.00+ kw-hr	138,090.46	1,025.8	17,208.88	15,914.89	5,751.71
Lucan	35.00	38.00	30,293.63	178.5	2,994.53	1,566.66	1,244.62
Lynden	50.00	50.00	24,206.53	96.8	1,623.92	963.34	1,034.45
Markham	77.74	70.00	18,974.76	77.4	1,919.59	163.80	834.90
Milton	28.00	32.00	103,995.01	894.4	15,004.51	4,896.10	4,058.19
Milverton	35.00	35.00	52,123.10	351.5	5,896.79	2,811.16	2,182.34
Mimico	21.00	26.00	58,465.72	595.1	9,983.43	2,558.77	2,341.02
Mitchell	36.00	37.00	33,708.58	224.2	3,761.19	1,883.02	1,412.33
Moorefield	70.00	70.00	14,060.06	30.7	515.03	981.71	608.90
Mount Brydges	70.00	76.00	9,739.76	27.3	457.98	486.71	415.07
Newbury	67.10	67.10	9,378.28	24.5	411.01	431.64	398.56
New Hamburg	32.00	38.00	35,102.77	245.1	4,111.81	2,301.17	1,467.05
New Toronto	22.00	26.00	171,347.96	1,803.9	30,262.33	7,603.66	6,837.73
Niagara Falls	12.50	17.50	39,269.58	4,050.9	67,958.13	4,228.74	1,736.09
Niagara-on-Lake	28.00	26.00	7,998.19	185.7	3,115.31	975.68	352.29
Norwich	35.00	39.00	38,139.16	248.7	4,172.21	2,485.33	1,599.54
Oil Springs	43.00	48.00	39,503.84	212.6	3,566.59	2,159.21	1,509.58
Otterville	50.00	52.00	10,173.58	40.4	677.75	639.61	434.86
Palmerston	45.00	45.00	40,943.24	197.2	3,308.24	2,134.33	1,739.21
Paris	21.00	26.00	65,850.42	897.6	15,058.19	3,261.13	2,613.39
Parkhill	75.00	75.00	34,399.18	61.9	1,038.44	1,042.42	1,482.90
Petrolia	36.00	36.00	93,825.09	611.0	10,250.17	4,266.31	3,730.76
Plattsville	65.00	75.00	15,561.28	28.9	484.83	855.93	675.57
Port Credit	23.00	28.00	21,430.11	143.2	2,402.33	1,457.43	889.77
Port Dover	62.00	62.00	20,483.53	58.1	974.69	1,283.09	821.72
Port Stanley	53.00	50.00	42,727.88	207.0	3,472.64	2,774.10	1,814.57
Preston	22.00	27.00	128,079.07	1,808.1	30,332.79	7,091.13	4,934.01
Princeton	90.00	90.00	9,294.16	18.5	310.36	443.40	403.13
Queenston	18.42	18.42	800.07	36.6	614.00	93.58	35.28
Ridgetown	45.00	45.00	40,667.08	205.2	3,442.45	2,104.03	1,671.37
Rockwood	55.00	65.00	14,590.85	50.7	850.55	584.91	617.68
Rodney	55.00	55.00	15,981.58	67.8	1,137.42	1,027.93	639.13
St. George	45.00	49.00	6,471.84	72.9	1,222.97	720.51	261.72
St. Jacobs	35.00	40.00	10,143.36	66.2	1,110.58	575.67	425.39
St. Marys	32.00	35.00	106,761.28	892.8	14,977.66	7,048.58	4,415.38

SYSTEM—Continued

Section 23 of the Act—of Power Supplied to it by the Commission, the Amount and the Amount Remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges.			Total Cost of Power for year as provided to be paid under Section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921–1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
8,428.00	18,832.20	12,136.32	425,948.29	372,310.10	.....	53,638.19	1921–22
624.83	191.20	740.56	9,682.36	9,738.10	55.74	.....	1916–17
290.17	54.70	810.46	3,937.45	3,425.88	.....	511.57	1916–17
391.41	447.70	563.64	12,876.13	12,816.83	.....	59.30	1921–22
164.09	42.80	226.10	2,313.93	2,356.61	42.68	.....	1916–17
1,089.48	1,197.80	1,568.85	35,339.69	35,594.11	254.42	.....	1921–22
5,350.03	7,312.00	7,704.05	191,886.87	179,509.95	.....	12,376.92	1921–22
131.53	30.90	144.45	1,984.87	2,991.85	1,006.98	.....	1917–18
868.67	412.80	834.97	15,608.62	15,272.68	.....	335.94	1916–17
10,427.58	15,137.00	15,015.76	381,150.34	366,059.43	.....	15,090.91	1921–22
1,570.03	1,025.80	2,456.76	43,928.07	35,661.90	.....	8,266.17	1918–19
342.45	178.50	460.53	6,787.29	6,683.08	.....	104.21	1917–18
287.84	96.80	445.54	4,451.89	4,840.28	388.39	.....	1917–18
237.19	77.40	.....	3,232.88	5,521.82	2,288.94	.....	.....
1,097.11	894.40	1,383.33	27,333.64	28,039.06	705.42	.....	1919–20
598.06	351.50	488.46	12,328.31	12,303.48	.....	24.83	1916–17
627.95	595.10	531.99	16,638.26	14,982.41	.....	1,655.85	1920–21
387.25	224.20	557.64	8,225.63	8,258.79	33.16	.....	1921–22
171.07	30.70	.....	2,307.41	2,146.12	.....	161.29	.....
116.21	27.30	227.10	1,730.37	1,934.45	204.08	.....	1917–18
111.70	24.50	.....	1,377.41	1,645.60	268.19	.....	.....
401.49	245.10	578.14	9,104.76	9,076.29	.....	28.47	1921–22
1,830.03	1,803.90	4,420.29	52,757.94	45,925.60	.....	6,832.34	1918–19
493.21	4,050.90	378.19	78,845.26	67,395.34	.....	11,449.92	1917–18
100.08	185.70	.....	4,729.06	4,883.47	154.41	.....	.....
438.90	248.70	658.59	9,603.27	9,498.77	.....	104.50	1920–21
415.60	212.60	.....	7,863.58	10,043.76	2,180.18	.....	.....
121.02	40.40	60.47	1,974.11	2,012.60	38.49	.....	1916–17
481.79	197.20	678.88	8,539.65	8,875.12	335.47	.....	1916–17
686.46	897.60	774.88	23,291.65	22,677.07	.....	614.58	1918–19
417.42	61.90	.....	4,043.08	4,639.99	596.91	.....	.....
1,021.77	611.00	1,536.71	21,416.72	21,997.20	580.48	.....	1916–17
190.12	28.90	411.98	2,647.33	2,114.95	.....	532.38	1918–19
243.84	143.20	198.31	5,334.88	4,362.28	.....	972.60	1920–21
229.82	58.10	.....	3,367.42	3,600.62	233.20	.....	.....
502.59	207.00	728.98	9,499.88	10,349.14	849.26	.....	1920–21
1,288.94	1,808.10	1,856.07	47,311.04	47,465.11	154.07	.....	1921–22
113.37	18.50	147.02	1,435.78	1,693.50	257.72	.....	1918–19
10.02	36.60	.....	789.48	673.82	.....	115.66	.....
462.02	205.20	720.14	8,605.21	9,232.76	627.55	.....	1917–18
172.32	50.70	224.65	2,500.81	3,026.77	525.96	.....	1919–20
177.34	67.80	.....	3,049.62	3,437.79	388.17	.....	.....
69.80	72.90	233.24	2,581.14	3,153.27	572.13	.....	1917–18
116.72	66.20	.....	2,294.56	2,558.48	263.92	.....	.....
1,198.67	892.80	1,726.09	30,259.18	30,775.28	516.10	.....	1921–22

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—under Received by the Commission from Each Municipality on Account of such Cost, upon Ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Horsepower supplied in year after correction for power factor	Cost of Power to Commission	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
St. Thomas	25.00	30.00	239,026.38	2,742.8	46,013.37	15,095.35	9,650.06
Sarnia	35.00	35.00	501,993.95	3,297.9	55,325.76	22,457.89	19,941.89
Scarboro Twp.	28.00	35.00	17,598.46	295.3	7,323.71	685.03	774.32
Seaforth	36.00	40.00	63,449.95	339.7	5,698.83	2,967.06	2,684.44
Simcoe	28.00	34.00	38,816.64	348.4	5,844.78	2,228.33	1,600.14
Springfield	65.00	65.00	8,999.28	18.6	312.03	594.71	390.10
Stamford Twp.	16.00	20.00	9,747.62	473.3	7,940.11	829.37	429.87
Stratford	27.00	30.00	289,592.57	2,955.9	49,588.35	16,483.89	11,807.97
Strathroy	37.00	40.00	84,136.77	453.7	7,611.30	3,280.19	3,477.49
Streetsville	12.00+ kw-hr	12.00+ kw-hr	42,821.69	272.9	4,578.18	2,640.17	1,726.22
Tavistock	35.00	37.00	47,760.33	275.3	4,618.45	2,184.43	2,014.46
Thamesford	50.00	54.00	22,315.14	99.6	1,670.90	1,119.53	931.58
Thamesville	55.00	55.00	16,984.29	79.1	1,326.97	1,045.47	701.81
Thedford	.....	110.77	20,144.17	15.2	255.00	623.48	493.68
Thorndale	60.00	70.00	15,940.62	47.8	801.90	991.01	682.85
Tilbury	50.00	50.00	33,916.41	186.6	3,130.41	1,665.62	1,370.58
Tillsonburg	30.00	39.00	61,993.86	364.3	6,111.52	3,876.02	2,612.58
Toronto	17.00	22.00	4,519,247.27	73,676.9	1,236,007.88	117,443.16	167,855.19
Toronto Twp.	25.00	30.00	25,426.17	288.8	4,844.93	1,724.29	1,011.55
Walkerville	35.00	35.00	625,776.06	4,401.9	73,846.53	24,308.41	25,265.78
Wallaceburg	35.00	35.00	124,703.74	787.1	13,204.44	4,895.26	4,901.60
Wardsville	82.20	82.20	6,832.59	11.3	189.57	398.92	294.15
Waterdown	31.00	36.00	18,960.08	137.5	2,306.71	1,041.23	790.75
Waterford	33.00	38.00	21,067.73	171.2	2,872.06	1,198.11	873.53
Waterloo	21.00	26.00	107,984.45	1,468.0	24,627.25	6,489.33	4,287.35
Watford	85.00	85.00	31,616.87	68.1	1,142.45	1,699.24	1,298.73
Welland	16.00	20.00	89,950.29	1,711.5	28,712.22	2,964.79	3,945.29
Wellesley	39.00	43.00	29,715.82	132.4	2,221.15	1,423.51	1,264.89
West Lorne	50.00	45.00	32,393.34	176.5	2,960.97	2,099.13	1,259.02
Weston	23.00	29.00	112,203.64	1,195.4	20,054.10	5,796.81	4,493.18
Windsor	35.00	35.00	1,011,472.81	7,166.3	120,222.16	38,264.31	40,811.89
Woodbridge	31.00	37.00	28,171.72	180.6	3,029.76	1,514.63	1,172.52
Woodstock	21.00	27.00	139,769.50	2,142.5	35,942.70	9,474.44	5,472.77
Wyoming	60.00	60.00	12,729.42	38.7	649.23	712.43	534.92
Zurich	60.00	74.00	26,682.21	51.2	858.94	1,071.75	1,146.40

SYSTEM—Continued

Section 23 of the Act—of Power Supplied to it by the Commission, the Amount and the Amount Remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges			Total Cost of Power for year as provided to be paid under Section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921–1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
2,570.43	2,742.80	3,701.42	79,773.43	80,555.44	782.01	.....	1921–22
5,459.62	3,297.90	5,786.99	112,270.05	115,426.46	3,156.41	.....	1916–17
219.98	295.30	.....	9,298.34	9,983.85	685.51	.....	.....
741.44	339.70	1,067.67	13,499.14	13,302.15	.....	196.99	1921–22
432.85	348.40	306.03	10,760.53	11,495.35	734.82	.....	1917–18
109.66	18.60	.....	1,425.10	1,617.38	192.28	.....	.....
122.12	473.30	64.41	9,859.18	9,619.97	.....	239.21	1916–17
3,170.17	2,955.90	4,565.04	88,571.32	87,261.80	.....	1,309.52	1921–22
959.62	453.70	1,262.45	17,044.75	17,400.22	355.47	.....	1918–19
473.39	272.90	681.66	10,372.52	10,817.88	445.36	.....	1921–22
555.12	275.30	430.06	10,077.82	10,083.97	6.15	.....	1916–17
258.44	99.60	383.99	4,464.04	5,326.68	862.64	.....	1918–19
194.44	79.10	292.90	3,640.69	4,351.37	710.68	.....	1917–18
139.30	15.20	.....	1,526.66	1,679.07	152.41	.....	.....
191.00	47.80	321.19	3,035.75	3,228.05	192.30	.....	1918–19
377.73	186.60	494.19	7,225.13	9,331.86	2,106.73	.....	1917–18
719.49	364.30	1,036.06	14,719.97	13,618.10	.....	1,101.87	1921–22
43,090.98	73,676.90	62,051.00	1,700,125.11	1,557,278.85	.....	142,846.26	1921–22
269.36	288.80	288.31	8,427.24	8,445.53	18.29	.....	1919–20
6,903.28	4,401.90	8,816.56	143,542.46	156,358.66	12,816.20	.....	1918–19
1,343.41	787.10	2,056.52	27,188.33	27,547.30	358.97	.....	1917–18
82.86	11.30	.....	976.80	930.21	.....	46.59	.....
216.07	137.50	311.14	4,803.40	4,853.67	50.27	.....	1921–22
237.49	171.20	423.05	5,775.44	6,350.21	574.77	.....	1917–18
1,126.44	1,468.00	1,622.07	39,620.44	37,445.94	.....	2,174.50	1921–22
364.71	68.10	.....	4,573.23	5,785.64	1,212.41	.....	.....
1,120.82	1,711.50	.....	38,454.62	33,322.26	.....	5,132.36	.....
351.09	132.40	399.82	5,792.86	5,598.98	.....	193.88	1916–17
346.67	176.50	161.56	7,003.85	8,085.76	1,081.91	.....	1916–17
1,201.92	1,195.40	1,730.76	34,472.17	33,677.23	.....	794.94	1921–22
11,147.34	7,166.30	8,783.54	226,395.54	251,253.35	24,857.81	.....	1918–19
321.84	180.60	408.11	6,627.46	6,483.88	.....	143.58	1918–19
1,421.14	2,142.50	2,046.44	56,499.99	55,768.92	.....	731.07	1921–22
149.55	38.70	321.80	2,406.63	2,321.00	.....	85.63	1916–17
322.49	51.20	.....	3,450.78	3,652.75	201.97	.....	.....

NIAGARA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—under Received by the Commission from Each Municipality on Account of such Cost, upon Ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Share of Capital Cost of system on which interest and fixed charges are payable	Horse-power supplied in year after correction for power factor	Cost of Power to Commission	Share of Operating	
				Operating Maintenance and Administrative Expenses	Interest
	$ c.		$ c.	$ c.	$ c.
Aylmer rural power district...	6,218.61	6.7	112.40	316.27	269.03
Baden rural power district	10,629.67	19.9	333.84	870.20	460.28
Brant rural power district.....	8,914.26	3.2	53.68	64.46	179.15
Chatham rural power district..	23,592.83	26.0	436.18	503.90	560.51
Dorchester rural power district	45,424.51	42.1	706.27	1,604.80	1,006.44
Drumbo rural power district...	9,787.62	3.2	53.69	62.57	154.15
Dundas rural power district...	16,168.88	5.4	90.59	523.17	569.03
Galt rural power district.....	1,963.50	.5	8.39	1.99	12.07
Ingersoll rural power district..	495.90	.....	.....	14.52	21.82
Jordan rural power district....	2,103.45	1.8	41.47	29.36	41.78
Lynden rural power district...	8,449.72	6.6	110.72	140.35	269.97
Niagara rural power district...	8,102.12	15.0	251.64	300.48	282.80
Preston rural power district...	37,952.16	99.5	1,669.22	1,730.34	1,589.10
Ridgetown rural power district	27,938.48	14.1	236.54	410.52	403.53
Saltfleet rural power district...	100,321.46	69.1	1,159.23	4,188.49	2,232.52
Sandwich rural power district..	4,421.54	5.8	97.30	77.36	69.01
Stamford rural power district..	10,164.85	10.2	171.12	296.29	290.99
Welland rural power district...	3,533.32	3.6	60.40	118.48	88.62
Woodstock rural power district	1,536.69	.....	.....	448.16	67.61
Municipalities supplied directly from Ontario Power Co.			Cost of power at points of delivery to Commission		
Merritton.....	.....	217.3	4,468.31	98.53	.....
Port Colborne.....	.....	473.4	11,234.21	225.35	.....
St. Catharines.....	19,383.54	4,222.1	83,563.79	412.43	1,036.78
Chippawa Village.....	.....	81.0	1,955.46	196.92	26.83
Chippawa Rural Power District	17,378.88	3.2	74.04	54.98	253.35
Welland (Pt. Robinson).....	31,309.14	257.8	5,156.00	.....	1,565.32
Grantham Township.....	28,289.47	39.0	948.19	51.25	1,414.46
Port Dalhousie.....	5,834.33	162.9	3,960.53	284.42	233.37
Totals—Municipalities.....	16,543,465.04	195.668.0	3,305,358.26	665,019.93	617,923.93
Totals—Companies.....	2,621,743.63	32,239.6	543,139.34	100,755.30	108,183.68
Grand Totals.....	19,165,208.67	227,907.6	3,848,497.60	765,775.23	726,107.61
Non-Operating Capital.....	2,010,551.99				
" " " R.P.D.	235,678.97				
	21,411,439.63				

SYSTEM—Continued

Section 23 of the Act—of Power Supplied to it by the Commission, the Amount and the Amount Remaining to be Credited or Charged to Each Municipality of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges.			Total Cost of Power for year as provided to be paid under Section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921–1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
132.23	6.70	109.45	946.08	369.07	.....	577.01	1921–22
276.33	19.90	186.51	2,147.06	1,758.54	.....	388.52	1921–22
131.05	3.20	73.00	504.54	970.89	466.35	.....	1921–22
357.86	26.00	226.97	2,111.42	2,984.52	873.10	.....	1921–22
570.99	42.10	407.94	4,338.54	7,887.50	3,548.96	.....	1921–22
85.16	3.20	62.77	421.54	564.84	143.30	.....	1921–22
453.89	5.40	232.30	1,874.38	2,771.97	897.59	.....	1921–22
6.61	.50	4.89	34.45	91.16	56.71	.....	1921–22
16.34	.....	8.92	61.60	73.60	12.00	.....	1921–22
23.26	1.80	17.09	154.76	308.31	153.55	.....	1921–22
110.28	6.60	109.85	747.77	1,036.33	288.56	.....	1921–22
207.72	15.00	115.69	1,173.33	1,763.61	590.28	.....	1921–22
942.17	99.50	641.15	6,671.48	11,434.79	4,763.31	.....	1921–22
232.78	14.10	163.82	1,461.29	3,610.68	2,149.39	.....	1921–22
1,458.07	69.10	907.09	10,014.50	13,517.96	3,503.46	.....	1921–22
35.43	5.80	27.72	312.62	804.39	491.77	.....	1921–22
176.15	10.20	119.04	1,063.79	1,627.90	564.11	.....	1921–22
45.29	3.60	36.25	352.64	537.59	184.95	.....	1921–22
58.99	.....	27.66	602.42	594.10	.....	8.32	1921–22
.....	.....	64.99	4,631.83	3,910.95	.....	720.88	.....
.....	.....	446.63	11,906.19	11,502.06	.....	404.13	.....
.....	.....	1,367.02	86,380.02	75,659.08	.....	10,720.94	.....
1.30	.....	64.22	2,244.73	2,591.44	346.71	.....	.....
184.48	3.20	104.31	674.36	1,139.09	464.73	.....	.....
.....	.....	563.51	7,284.83	6,524,79	.....	760.04	.....
.....	39.00	509.22	2,962.12	2,637.32	.....	324.80	.....
72.93	162.90	105.02	4,819.17	4,104.98	.....	714.19	.....
166,006.69	190,416.40	211,587.56	5,156,312.77	4,959,172.76	110,117.72	307,257.73	
29,248.83	31,275.20	42,555.81	855,158.16	698,569.58	4,862.29	161,450.87	
195,255.52	221,691.60	254,143.37	6,011,470.93	5,657,742.34	114,980.01	468,708.60	

NIAGARA SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward 31st October, 1921		$24,875.01
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$190,416.40	
Provision against equipment employed in respect of contracts with Sundry Customers	31,275.20	
Interest at 4% per annum on monthly balances at the credit of the account	995.00	
		222,686.60
		$247,561.61
Deduct:		
Expenditures to cover contingencies met with during the year ending 31st October, 1921	$86,119.16	
Net loss for year on power sold to Sundry Power Customers	156,588.58	
		242,707.74
Balance carried forward 31st October, 1922		$4,853.87

NIAGARA SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921		$2,389,794.33
" provision for Renewals to 31st October, 1921—Rural Lines		7,036.07
		$2,396,830.40
Deduct:		
Expenditures to 31st October, 1921	$167,428.43	
Expenditures to 31st October, 1921—Rural	679.70	
Reduction of Renewals Reserve upon adjustment of Dunnville Capital	897.58	
		169,005.71
		$2,227,824.69
Added during the year ending 31st October, 1921:		
Amount charged to Municipalities as part of the Cost of Power delivered to them	$166,006.69	
Provision against equipment employed in respect of contracts with Sundry Companies	29,248.83	
Interest at 4% per annum on the monthly balances to the credit of the account	89,112.99	
Renewals Reserve provided on second-hand equipment purchased	4.70	
		284,373.21
		$2,512,197.90
Expenditures during the year ending 31st October, 1922		36,776.88
Balance carried forward 31st October, 1922		$2,475,421.02

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
Acton	6 years ending 31 Oct. 1922	2,840.60	1 years ending 31 Oct. 1922	588.57
Ailsa Craig	6 " " " 1922	3,185.18	4 " " " 1922	2,382.56
Alvinston	1 " " " 1922	400.12	1 " " " 1922	400.12
Aylmer	5 " " " 1922	4,286.87	5 " " " 1922	4,286.87
Ayr	6 " " " 1922	1,497.05	3 " " " 1922	819.64
Baden	6 " " " 1922	2,885.35	1 " " " 1922	458.12
Beachville	6 " " " 1922	3,009.17	1 " " " 1922	506.77
Blenheim	6 " " " 1922	4,030.35	4 " " " 1922	2,717.70
Bolton	6 " " " 1922	4,192.61	4 " " " 1922	2,782.67
Bothwell	6 " " " 1922	4,063.85	4 " " " 1922	2,788.60
Brampton	6 " " " 1922	7,155.28	.....	.....
Brantford	6 " " " 1922	22,667.59	3 years ending 31 Oct. 1922	13,722.80
Brigden	5 " " " 1922	2,624.43	5 " " " 1922	2,624.43
Burford	6 " " " 1922	1,870.85	4 " " " 1922	1,303.17
Burgessville	6 " " " 1922	657.89	5 " " " 1922	593.11
Caledonia	6 " " " 1922	707.75	1 " " " 1922	132.57
Chatham	6 " " " 1922	23,230.65	4 " " " 1922	16,595.94
Chippawa V.	(See end of this table)	.....	.....	.....
Clinton	6 " " " 1922	4,234.63	3 " " " 1922	2,319.40
Comber	6 " " " 1922	2,566.50	4 " " " 1922	1,894.16
Dashwood	6 " " " 1922	2,082.83	6 " " " 1922	2,082.83
Delaware	6 " " " 1922	457.53	4 " " " 1922	314.47
Dereham T.	4 " " " 1922	569.08	4 " " " 1922	569.08
Dorchester	6 " " " 1922	478.54	3 " " " 1922	250.50
Drayton	5 " " " 1922	2,339.11	5 " " " 1922	2,339.11
Dresden	6 " " " 1922	2,887.43	4 " " " 1922	2,104.87
Drumbo	6 " " " 1922	561.75	3 " " " 1922	250.40
Dublin	6 " " " 1922	946.29	6 " " " 1922	946.29
Dundas	6 " " " 1922	5,341.63	.....	.....
Dunnville	5 " " " 1922	7,218.29	5 years ending 31 Oct. 1922	7,218.29
Dutton	6 " " " 1922	1,986.41	4 " " " 1922	1,388.31
Elmira	6 " " " 1922	4,209.17	2 " " " 1922	1,744.12
Elora	6 " " " 1922	4,125.55	3 " " " 1922	2,071.15
Embro	6 " " " 1922	1,950.78	3 " " " 1922	982.38
Etobicoke T.	6 " " " 1922	2,101.48	6 " " " 1922	2,101.48
Exeter	6 " " " 1922	6,593.47	5 " " " 1922	4,045.98
Fergus	6 " " " 1922	3,470.60	3 " " " 1922	1,874.90
Forest	6 " " " 1922	4,844.97	6 " " " 1922	4,844.97
Galt	6 " " " 1922	21,826.39	.....	.....
Georgetown	6 " " " 1922	8,981.98	2 years ending 31 Oct. 1922	3,480.60
Glencoe	3 " " " 1922	1,445.12	3 " " " 1922	1,445.12
Goderich	6 " " " 1922	14,384.20	3 " " " 1922	7,767.41
Granton	6 " " " 1922	1,380.50	5 " " " 1922	1,188.81
Guelph	6 " " " 1922	20,343.28	.....	.....
Hagersville	6 " " " 1922	4,185.43	2 years ending 31 Oct. 1922	1,832.99

SYSTEM

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1922

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Sinking Fund paid by each municipality as part of the cost of power supplied by Ontario Power Co.	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount			
	$ c.	$ c.	$ c.	$ c.
5 years ending 31 Oct. 1921	2,252.03	177.77	613.74	3,043.54
2 " " " 1918	802.62	12.90	353.44	1,168.96
.....	.....	.....	26.58	26.58
.....	.....	.....	517.59	517.59
3 years ending 31 Oct. 1919	677.41	26.42	205.18	909.01
5 " " " 1921	2,427.23	249.06	554.82	3,231.11
5 " " " 1921	2,502.40	192.50	755.49	3,450.39
2 " " " 1918	1,312.65	27.11	437.34	1,777.10
2 " " " 1918	1,409.94	28.46	323.52	1,761.92
2 " " " 1918	1,275.25	25.15	384.29	1,684.69
6 " " " 1922	7,155.28	716.42	2,678.26	10,549.96
3 " " " 1919	8,944.79	338.23	12,623.89	21,906.91
.....	.....	.....	203.42	203.42
2 years ending 31 Oct. 1918	567.68	11.35	130.06	709.09
1 " " " 1917	64.78	.....	72.59	137.37
5 " " " 1921	575.18	45.65	245.24	866.07
2 " " " 1918	6,634.71	120.89	6,536.88	13,292.48
.....	.....	.....	176.51	176.51
3 years ending 31 Oct. 1919	1,915.23	.....	487.28	2,475.36
2 " " " 1918	672.34	14.72	269.40	956.46
.....	.....	.....	138.31	138.31
2 years ending 31 Oct. 1918	143.06	2.93	34.01	180.00
.....	.....	.....	175.47	175.47
3 years ending 31 Oct. 1919	228.04	8.74	70.36	307.14
.....	.....	.....	146.63	146.63
2 years ending 31 Oct. 1918	782.56	14.67	519.95	1,317.18
3 " " " 1919	311.35	14.67	67.70	393.45
.....	.....	.....	79.15	79.15
6 years ending 31 Oct. 1922	5,341.63	603.59	3,414.66	9,359.88
.....	.....	.....	749.44	749.44
2 years ending 31 Oct. 1918	598.10	11.52	307.11	916.73
4 " " " 1920	2,465.05	147.83	898.15	3,511.03
3 " " " 1919	2,054.40	77.36	619.39	2,751.15
3 " " " 1919	968.40	40.46	134.13	1,142.99
.....	.....	.....	1,106.42	1,106.42
1 year ending 31 Oct. 1917	2,547.49	.....	522.39	3,069.88
3 " " " 1919	1,595.70	64.52	534.83	2,195.05
.....	.....	.....	347.98	347.98
6 years ending 31 Oct. 1922	21,826.39	2,191.36	8,508.20	32,525.95
4 " " " 1920	5,501.38	324.26	1,515.35	7,340.99
.....	.....	.....	155.21	155.21
3 years ending 31 Oct. 1919	6,616.79	240.17	1,287.00	8,143.96
1 " " " 1917	191.69	.....	126.99	318.68
6 " " " 1922	20,343.28	2,004.26	11,238.67	33,586.21
4 " " " 1920	2,352.44	131.39	976.71	3,460.54

NIAGARA

Statement showing the Total Sinking Fund Requirements to be Met by each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c		$ c.
Hamilton	6 years ending 31 Oct. 1922	59,995.02		
Harriston	6 " " " 1922	5,216.62	5 years ending 31 Oct. 1922	4,476.06
Hensall	6 " " " 1922	3,131.50	5 " " " 1922	2,321.04
Hespeler	6 " " " 1922	3,381.48		
Highgate	6 " " " 1922	1,816.38	5 years ending 31 Oct. 1922	1,590.28
Ingersoll	6 " " " 1922	8,951.45		
Kitchener	6 " " " 1922	38,816.54		
Lambeth	6 " " " 1922	971.22	4 years ending 31 Oct. 1922	671.27
Listowel	6 " " " 1922	7,185.57	5 " " " 1922	6,350.60
London	6 " " " 1922	77,921.91		
London Ry. C.	6 " " " 1922	15,259.48	3 years ending 31 Oct. 1922	7,503.77
Lucan	6 " " " 1922	2,884.02	4 " " " 1922	1,990.31
Lynden	6 " " " 1922	2,640.65	4 " " " 1922	1,746.14
Markham	3 " " " 1922	901.06	3 " " " 1922	901.06
Milton	6 " " " 1922	7,200.60	2 " " " 1922	2,952.53
Milverton	6 " " " 1922	4,584.10	5 " " " 1922	4,095.64
Mimico	6 " " " 1922	2,685.80	1 " " " 1922	904.24
Mitchell	6 " " " 1922	3,167.30		
Moorefield	5 " " " 1922	1,178.51	5 years ending 31 Oct. 1922	1,178.51
Mt. Brydges	6 " " " 1922	1,202.07	4 " " " 1922	760.25
Newbury	2 " " " 1922	247.89	2 " " " 1922	247.89
New Hamburg	6 " " " 1922	3,358.27		
New Toronto	6 " " " 1922	22,328.35	3 years ending 31 Oct. 1922	12,794 87
Niagara Falls	6 " " " 1922	2,901.58	4 " " " 1922	2,260.16
Niagara-on-L	4 " " " 1922	481.55	4 " " " 1922	481.55
Norwich	6 " " " 1922	3,441.80	1 " " " 1922	632.02
Oil Springs	5 " " " 1922	2,408.77	5 " " " 1922	2,408.77
Otterville	6 " " " 1922	814.71	5 " " " 1922	754.24
Palmerston	6 " " " 1922	3,572.30	5 " " " 1922	2,893.42
Paris	6 " " " 1922	4,471.64	3 " " " 1922	2,675.91
Parkhill	3 " " " 1922	1,452.93	3 " " " 1922	1,452.93
Petrolia	6 " " " 1922	9,128.54	5 " " " 1922	7,591.83
Plattsville	6 " " " 1922	2,274.59	3 " " " 1922	903.16
Port Credit	6 " " " 1922	981.31	1 " " " 1922	351.13
Port Dover	1 " " " 1922	330.94	1 " " " 1922	330.94
Port Stanley	6 " " " 1922	4,015.64	1 " " " 1922	723.74
Preston	6 " " " 1922	9,997.58		
Princeton	6 " " " 1922	975.66	3 years ending 31 Oct. 1922	463.97
Queenston	2 " " " 1922	21.99	2 " " " 1922	21.99
Ridgetown	6 " " " 1922	4,216.78	4 " " " 1922	2,766.02
Rockwood	6 " " " 1922	1,348.19	2 " " " 1922	518.70
Rodney	6 " " " 1922	1,623.24	6 " " " 1922	1,623.24
St. George	6 " " " 1922	1,429.76	4 " " " 1922	981.18
St. Jacobs	6 " " " 1922	1,047.85	6 " " " 1922	1,047.85
St. Marys	6 " " " 1922	8,688.93		

SYSTEM—Continued

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1922

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Sinking Fund paid by each municipality as part of the cost of power supplied by Ontario Power Co.	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount			
	$ c.	$ c.	$ c.	$ c.
6 years ending 31 Oct. 1922	59,995.02	5,473.46	50,105.52	115,574.00
1 " " " 1917	740.56	.....	565.57	1,306.13
1 " " " 1917	810.46	.....	168.89	979.35
6 " " " 1922	3,381.48	349.30	1,135.40	4,866.18
1 " " " 1917	226.10	.....	132.25	358.35
6 " " " 1922	8,951.45	915.38	3,067.03	12,933.86
6 " " " 1922	38,816.54	3,685.99	18,716.20	61,218.73
2 " " " 1918	299.95	6.22	76.60	382.77
1 " " " 1917	834.97	.....	1,249.74	2,084.71
6 " " " 1922	77,921.91	7,656.26	37,205.93	122,784.10
3 " " " 1919	7,755.71	317.91	3,167.74	11,241.36
2 " " " 1918	893.71	17.33	516.07	1,427.11
2 " " " 1918	894.51	17.33	279.04	1,191.51
.....	.....	.....	145.76	145.76
4 years ending 31 Oct. 1920	4,248.07	232.71	2,098.96	6,579.74
1 year ending 31 Oct. 1917	488.46	.....	881.11	1,369.57
5 " " " 1921	1,781.56	123.34	1,248.50	3,153.40
6 " " " 1922	3,167.30	328.82	572.82	4,068.94
.....	.....	.....	83.35	83.35
2 years ending 31 Oct. 1918	441.82	8.59	77.47	527.88
.....	.....	.....	37.16	37.16
6 years ending 31 Oct. 1922	3,358.27	344.47	667.00	4,369.74
3 " " " 1919	9,533.48	253.52	7,680.82	17,467.82
2 " " " 1918	641.42	10.53	10,227.45	10,879.40
.....	.....	.....	475.47	475.47
5 years ending 31 Oct. 1921	2,809.78	226.45	695.59	3,731.82
.....	.....	.....	430.65	430.65
1 year ending 31 Oct. 1917	60.47	.....	104.97	165.44
1 " " " 1917	678.88	.....	498.40	1,177.28
3 " " " 1919	1,795.73	58.48	2,139.32	3,993.53
.....	.....	.....	131.74	131.74
1 year ending 31 Oct. 1917	1,536.71	.....	1,616.40	3,153.11
3 " " " 1919	1,371.43	57.59	115.66	1,544.68
5 " " " 1921	630.18	42.28	334.25	1,006.71
.....	.....	.....	59.62	59.62
5 years ending 31 Oct. 1921	3,291.90	264.38	540.12	4,096.40
6 " " " 1922	9,997.58	943.82	4,560.52	15,501.92
3 " " " 1919	511.69	22.37	45.95	580.01
.....	.....	.....	58.92	58.92
2 years ending 31 Oct. 1918	1,450.76	29.22	534.63	2,014.61
4 " " " 1920	829.49	47.52	149.06	1,026.07
.....	.....	.....	176.52	176.52
2 years ending 31 Oct. 1918	448.58	8.61	207.99	665.18
.....	.....	.....	200.45	200.45
6 years ending 31 Oct. 1922	8,688.93	749.10	2,343.71	11,826.74

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
St. Thomas...	6 years ending 31 Oct. 1922	22,390.85	.....	.....
Sarnia.....	6 " " " 1922	44,099.51	5 years ending 31 Oct. 1922	38,312.52
Scarboro T....	3 " " " 1922	798.43	3 " " " 1922	798.43
Seaforth.....	6 " " " 1922	8,370.89	.....	.....
Simcoe.....	6 " " " 1922	2,454.05	4 years ending 31 Oct. 1922	1,863.31
Springfield....	6 " " " 1922	999.29	6 " " " 1922	999.29
Stamford T...	6 " " " 1922	802.08	5 " " " 1922	737.67
Stratford.....	6 " " " 1922	21,172.19	.....	.....
Strathroy....	6 " " " 1922	7,822.46	3 years ending 31 Oct. 1922	4,065.73
Streetsville...	3 " " " 1922	1,861.15	.....	.....
Tavistock....	6 " " " 1922	4,643.52	5 years ending 31 Oct. 1922	4,213.46
Thamesford..	6 " " " 1922	2,125.82	3 " " " 1922	1,130.40
Thamesville..	6 " " " 1922	1,819.58	4 " " " 1922	1,157.41
Thedford.....	1 " " " 1922	200.59	1 " " " 1922	200.59
Thorndale....	6 " " " 1922	2,265.44	3 " " " 1922	914.41
Tilbury.....	6 " " " 1922	2,965.80	4 " " " 1922	1,957.72
Tillsonburg...	6 " " " 1922	7,686.56	.....	.....
Toronto.....	6 " " " 1922	287,621.18	.....	.....
Toronto Twp.	6 " " " 1922	1,751.41	2 years ending 31 Oct. 1922	788.45
Walkerville...	6 " " " 1922	62,822.17	3 " " " 1922	29,553.35
Wallaceburg..	6 " " " 1922	12,811.82	4 " " " 1922	9,027.52
Wardsville....	2 " " " 1922	155.14	2 " " " 1922	155.14
Waterdown...	6 " " " 1922	1,616.59	.....	.....
Waterford....	6 " " " 1922	1,958.63	4 years ending 31 Oct. 1922	1,275.12
Waterloo.....	6 " " " 1922	8,357.05	.....	.....
Watford.....	6 " " " 1922	3,478.53	6 years ending 31 Oct. 1922	3,478.53
Welland.....	6 " " " 1922	11,153.46	6 " " " 1922	11,153.46
Wellesley.....	6 " " " 1922	2,965.95	5 " " " 1922	2,566.13
West Lorne...	6 " " " 1922	1,818.83	5 " " " 1922	1,657.27
Weston.....	6 " " " 1922	8,106.30	.....	.....
Windsor.....	6 " " " 1922	66,862.85	3 years ending 31 Oct. 1922	39,368.49
Woodbridge..	6 " " " 1922	2,395.75	3 " " " 1922	1,341.83
Woodstock...	6 " " " 1922	10,212.73	.....	.....
Wyoming....	6 " " " 1922	1,473.64	5 years ending 31 Oct. 1922	1,151.84
Zurich.....	6 " " " 1922	2,765.37	6 " " " 1922	2,765.37
S. Dorchester.	1 " " " 1921	48.19	1 " " " 1922	48.19

SYSTEM—Continued

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1922.

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Sinking Fund paid by each municipality as part of the cost of power supplied by Ontario Power Co.	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount			
	$ c.	$ c.	$ c.	$ c.
6 years ending 31 Oct. 1922	22,390.85	2,351.06	7,177.13	31,919.04
1 " " " 1917	5,786.99	.....	8,355.77	14,142.76
.....	.....	.....	506.58	506.58
6 " " " 1922	8,370.89	986.79	1,037.32	10,395.00
2 " " " 1918	590.74	11.39	744.90	1,347.03
.....	.....	.....	80.85	80.85
1 year ending 31 Oct. 1917	64.41	.....	1,242.10	1,306.51
6 " " " 1922	21,172.19	2,032.89	6,727.98	29,933.06
3 " " " 1919	3,756.73	149.25	1,134.51	5,040.49
3 " " " 1922	1,861.15	71.64	588.34	2,521.13
1 year ending 31 Oct. 1917	430.06	.....	780.77	1,210.83
3 " " " 1919	995.42	35.53	268.27	1,299.22
2 " " " 1918	662.17	14.77	202.15	879.09
.....	.....	.....	15.60	15.60
3 years ending 31 Oct. 1919	1,351.03	63.00	156.96	1,570.99
2 " " " 1918	1,008.08	20.56	420.01	1,448.65
6 " " " 1922	7,686.56	830.94	1,364.23	9,881.73
6 " " " 1922	287,621.18	27,440.97	180,761.15	495,823.30
4 " " " 1920	962.96	49.91	709.51	1,722.38
3 " " " 1919	33,268.82	1,551.64	10,502.80	45,323.26
2 " " " 1918	3,784.30	69.11	2,178.35	6,031.76
.....	.....	.....	14.50	14.50
6 years ending 31 Oct. 1922	1,616.59	156.93	353.62	2,127.14
2 " " " 1918	683.51	10.42	410.47	1,104.40
6 " " " 1922	8,357.05	811.37	3,783.20	12,951.62
.....	.....	.....	189.59	189.59
.....	.....	.....	6,163.41	6,163.41
1 year ending 31 Oct. 1917	399.82	.....	357.13	756.95
1 " " " 1917	161.56	.....	391.72	553.28
6 years ending 31 Oct. 1922	8,106.30	757.12	2,932.13	11,795.55
3 " " " 1919	27,494.36	1,184.62	14,891.89	43,570.87
3 " " " 1919	1,053.92	38.41	484.16	1,576.49
6 " " " 1922	10,212.73	982.05	5,198.64	16,393.42
1 " " " 1917	321.80	.....	111.43	433.23
.....	.....	.....	162.02	162.02
.....	.....	.....	9.02	9.02

NIAGARA

Statement Showing the Total Sinking Fund Requirements to be Met by each Muni the Commission under Section 23 of the Act.—Sinking Fund Payments made the total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act.		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
Rural power districts		$ c.		$ c.
Aylmer	6 years ending 31 Oct. 1922	397.11		
Baden	1 " " " 1922	186.51		
Brant	9 " " " 1922	148.50		
Chatham	7 " " " 1922	332.99		
Dorchester	1 " " " 1922	407.94		
Drumbo	1 " " " 1922	62.77		
Dundas	2 " " " 1922	383.74		
Galt	1 " " " 1922	4.89		
Ingersoll	9 " " " 1922	131.97		
Jordan	1 " " " 1922	17.09		
Lynden	1 " " " 1922	109.85		
Niagara	1 " " " 1922	115.69		
Preston	1 " " " 1922	641.15		
Ridgetown	1 " " " 1922	163.82		
Saltfleet	1 " " " 1922	907.09		
Sandwich	1 " " " 1922	27.72		
Stamford	1 " " " 1922	119.04		
Welland	1 " " " 1922	36.25		
Woodstock	10 " " " 1922	482.40		
Municipalities which are supplied with power directly from the Ontario Power Co.				
Merritton	2 years ending 31 Oct. 1922	124.37		
Port Colborne	2 " " " 1922	824.34		
St. Catharines	9 " " " 1922	2,550.80		
Chippawa Village	1 " " " 1922	64.22		
Chippawa R.P.D.	1 " " " 1922	104.31		
Welland (Pt. Robinson)	10 " " " 1922	4,654.36		
Grantham Township	8 " " " 1922	3,713.62		
Port Dalhousie	8 " " " 1922	845.21		
Totals—Municipalities		1,198,652.15		348,580.10
Totals—Companies (from commencement of operation.)		296,936.72		
GRAND TOTALS		1,495,588.87		348,580.10

SYSTEM—Continued

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon, to 31st October, 1922.

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Sinking Fund paid by each municipality as part of the cost of power supplied by Ontario Power Co.	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount			
	$ c.	$ c.	$ c.	$ c.
6 years ending 31 Oct. 1922	397.11	26.74	6.87	430.72
1 " " " 1922	186.51	.....	20.42	206.93
9 " " " 1922	148.50	12.56	3.29	164.35
7 " " " 1922	332.99	13.70	26.68	373.37
1 " " " 1922	407.94	.....	43.20	451.14
1 " " " 1922	62.77	.....	3.28	66.05
2 " " " 1922	383.74	6.05	5.54	395.33
1 " " " 1922	4.89	.....	.51	5.40
9 " " " 1922	131.97	22.45	.....	154.42
1 " " " 1922	17.09	.....	1.85	18.94
1 " " " 1922	109.85	.....	6.77	116.62
1 " " " 1922	115.69	.....	15.39	131.08
1 " " " 1922	641.15	.....	102.10	743.25
1 " " " 1922	163.82	.....	14.47	178.29
1 " " " 1922	907.09	.....	70.90	977.99
1 " " " 1922	27.72	.....	5.95	33.67
1 " " " 1922	119.04	.....	10.47	129.51
1 " " " 1922	36.25	.....	3.69	39.94
10 " " " 1922	482.40	83.85	.....	566.25
2 " " " 1922	124.37	2.37	.....	126.74
2 " " " 1922	824.34	15.11	.....	839.45
9 " " " 1022	2,550.80	199.34	.....	2,750.14
1 " " " 1922	64.22	.....	176.51	240.73
1 " " " 1922	104.31	.....	3.28	107.59
10 " " " 1922	4,654.36	722.28	.....	5,376.64
8 " " " 1922	3,713.62	507.95	.....	4,221.57
8 " " " 1922	845.21	127.51	.....	972.72
	850,072.05	71,533.83	477,548.92	1,399,154.80
	296,936.72	44,299.11	.....	341,235.83
	1,147,008.77	115,832.94	477,548.92	1,740,390.63

NIAGARA

Statement Showing the Net Credit or Charge to Each Municipality in respect of thereon, Adjustments Made and Interest added during the Year; also the Net in the Year Ending 31st October, 1922, and the Accumulated Amount

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921	
		Credit	Charge
		$ c.	$ c.
Acton	Jan., 1913	594.01	
Ailsa Craig	Jan., 1916	623.49	
Alvinston	April, 1922		
Aylmer	Mar., 1918		136.72
Ayr	Jan., 1915	362.21	
Baden	May, 1912	2,818.80	
Beachville	Aug., 1912		885.77
Blenheim	Nov., 1915	513.20	
Bolton	Feb., 1915		2,611.64
Bothwell	Sept., 1915	381.65	
Brampton	Nov., 1911		1,754.81
Brantford	Feb., 1914		320.37
Brigden	Jan., 1918		1,257.65
Burford	June, 1915		2,584.63
Burgessville	Nov., 1916	786.00	
Caledonia	Oct., 1912		35.88
Chatham	Feb., 1915	5,020.08	
Chippawa Village (see end of this table)			
Clinton	Mar., 1914	231.20	
Comber	May, 1915		3,055.02
Dashwood	Sept., 1917		116.59
Delaware	Mar., 1915		72.82
Dereham Township	Sept., 1919		1,412.05
Dorchester	Dec., 1914	973.81	
Drayton	Mar., 1918	122.02	
Dresden	April, 1915	1,650.00	
Drumbo	Dec., 1914	235.10	
Dublin	Oct., 1917		631.82
Dundas	Jan., 1911		1,497.78
Dunnville	June, 1918		7,736.26
Dutton	Sept., 1915	31.29	
Elmira	Nov., 1913	1,740.92	
Elora	Nov., 1914	1,009.28	
Embro	Jan., 1915		2,922.18
Etobicoke Township	Aug., 1917	5,490.19	
Exeter	June, 1916		1,120.95
Fergus	Nov., 1914		1,107.75
Forest	Mar., 1917	447.01	
Galt	May, 1911		709.04
Georgetown	Sept., 1913	1,361.27	
Glencoe	Aug., 1920	489.52	
Goderich	Feb., 1914		9,572.43
Granton	July, 1916	291.92	
Guelph	Dec., 1910	16,180.60	
Hagersville	Sept., 1913	1,946.94	

SYSTEM—Continued

Power Supplied to it to 31st October, 1921, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges, also adjustments made during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	594.01	12.82	.....	328.94	.....	341.76	.....
.....	623.49	11.81	.....	202.27	.....	214.08	.....
.....	.....	.....	.....	.....	554.37	.....	554.37
136.72	.....	.....	2.45	735.93	.....	733.48	.....
.....	362.21	8.49	.....	415.64	.....	424.13	.....
.....	2,818.80	73.70	.....	.....	20.15	53.55	.....
885.77	.....	.....	18.05	533.77	.....	515.72	.....
.....	513.20	10.12	.....	1,310.37	.....	1,320.49	.....
.....	.....	.....	104.47	1,022.35	.....	.....	1,693.76
.....	381.65	7.48	.....	1,149.05	.....	1,156.53	.....
1,754.81	.....	.....	37.30	.....	2,053.89	.....	2,091.19
320.37	.....	.....	6.42	.....	3,191.11	.....	3,197.53
.....	.....	.....	50.31	.....	258.93	.....	1,566.89
396.21	.....	.....	94.96	101.37	.....	.....	2,182.01
.....	745.34	25.27	.....	.....	143.53	.....	77.60
35.88	.....	.....	.70	108.69	.....	107.99	.....
.....	5,020,08	92.42	.....	4,092.62	.....	4,185.04	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	231.20	4.51	.....	.....	373.81	.....	369.30
1,000.00	.....	.....	96.77	1,479.43	.....	.....	672.36
116.59	.....	.....	2.42	.....	17.97	.....	20.39
72.82	.....	.....	2.83	335.20	.....	332.37	.....
.....	.....	.....	56.48	.....	510.25	.....	1,978.78
.....	973.81	21.03	.....	43.40	.....	64.43	.....
.....	122.02	2.83	.....	358.41	.....	361.24	.....
.....	1,650.00	43.16	.....	70.48	.....	113.64	.....
.....	235.10	5.93	.....	272.75	.....	278.68	.....
.....	314.53	.....	22.28	.....	53.26	.....	1,021.89
1,497.78	.....	.....	29.05	.....	1,718.58	.....	1,747.63
2,582.40	.....	.....	309.45	3,216.48	.....	.....	2,246.83
.....	31.29	.67	.....	91.13	.....	91.80	.....
.....	1,740.92	30.34	.....	1,518.37	.....	1,548.71	.....
.....	1,009.28	22.68	.....	1,480.31	.....	1,502.99	.....
924.65	.....	.....	90.14	773.61	.....	.....	1,314.06
.....	5,490.19	158.68	.....	.....	1,309.63	.....	1,150.95
1,120.95	.....	.....	22.60	.....	1,677.36	.....	1,699.96
.....	.....	.....	44.31	1,841.88	.....	689.82	.....
.....	447.01	8.81	.....	732.80	.....	741.61	.....
709.04	.....	.....	14.22	.....	5,318.55	.....	5,332.77
.....	1,361.27	19.09	.....	56.50	.....	75.59	.....
.....	489.52	9.11	.....	989.90	.....	999.01	.....
1,060.44	.....	.....	360.93	.....	1,302.53	.....	10,175.45
.....	291.92	5.97	.....	142.25	.....	148.22	.....
.....	16,353.73	109.65	.....	.....	6,262.95	.....	6,326.43
.....	1,946.94	43.31	.....	2,137.60	.....	2,180.91	.....

NIAGARA

Statement Showing the Net Credit or Charge to Each Municipality in respect of thereon, Adjustments Made and Interest added during the Year; also the Net in the Year Ending 31st October, 1922, and the Accumulated Amount

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921	
		Credit	Charge
		$ c.	$ c.
Hamilton	Feb., 1911		24,449.94
Harriston	July, 1916		572.44
Hensall	Jan., 1917		312.18
Hespeler	Feb., 1911		519.39
Highgate	Dec., 1916	233.42	
Ingersoll	May, 1911	10,377.26	
Kitchener	Jan., 1911		5,338.77
Lambeth	April, 1915	2.69	
Listowel	June, 1916	2,331.15	
London	Jan., 1911	46,520.49	
London Railway Commission	Aug., 1914		1,215.27
Lucan	Feb., 1915	2,014.16	
Lynden	Nov., 1915	448.42	
Markham	April, 1920	1,261.89	
Milton	April, 1913	2,446.65	
Milverton	June, 1916	2,991.13	
Mimico	May, 1912		793.81
Mitchell	Sept., 1911	654.37	
Moorefield	Mar., 1918	204.56	
Mount Brydges	Mar., 1915		82.43
Newbury	Mar., 1921	13.17	
New Hamburg	Mar., 1911		396.67
New Toronto	Feb., 1914		8,293.83
Niagara Falls	Dec., 1915		7,352.04
Niagara-on-Lake	Aug., 1919	1,705.58	
Norwich	May, 1912	3,058.69	
Oil Springs	Feb., 1918		303.23
Otterville	Feb., 1916	177.04	
Palmerston	July, 1916	1,097.92	
Paris	Feb., 1914		907.46
Parkhill	May, 1920	480.87	
Petrolia	May, 1916	3,177.80	
Plattsville	Dec., 1914		873.01
Port Credit	Aug., 1912		165.21
Port Dover	Dec., 1921		
Port Stanley	April, 1912	1,768.87	
Preston	Jan., 1911		997.29
Princeton	Jan., 1915		907.22
Queenston	Mar., 1921		12.60
Ridgetown	Dec., 1915	842.88	
Rockwood	Sept., 1913		1,585.67
Rodney	Feb., 1917	2,287.05	
St. George	Sept., 1915	191.47	
St. Jacobs	Sept., 1917		105.45
St. Marys	May, 1911	948.58	

SYSTEM—Continued

Power Supplied to it to 31st October, 1921, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges, also adjustments made during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
24,449.94			482.30		53,638.19		54,120.49
572.44			20.95	55.74		34.79	
312.18			5.30		511.57		516.87
519.39			12.91		59.30		72.71
	233.42	4.29		42.68		46.97	
	10,377.26	188.34		254.42		442.76	
			213.55		12,376.92		17,929.24
	2.69	.09		1,006.98		1,007.07	
	2,331.15	36.02			335.94		299.92
	46,520.49	219.57			15,090.91		14,871.34
1,215.27			28.90		8,266.17		8,295.07
	2,014.16	41.07			104.21		63.14
	448.42	8.43		388.39		396.82	
	1,261.89	27.24		2,288.94		2,316.18	
	2,496.52	49.87		705.42		705.42	
	2,991.13	57.04			24.83	32.21	
793.81			23.84		1,655.85		1,679.69
	654.37	11.04		33.16		44.20	
	204.56	4.80			161.29		156.49
82.43			1.73	204.08		202.35	
	13.17	.28		268.19		268.47	
396.67			7.95		28.47		36.42
8,293.83			197.74		6,832.34		7,030.08
6,934.90			182.36		11,449.92		12,049.42
	1,705.58	33.12		154.41		187.53	
	3,082.53	26.28			104.50		102.06
			12.13	2,180.18		1,864.82	
	177.04	3.54		38.49		42.03	
	1,097.92	15.69		335.47		351.16	
907.46			14.02		614.58		628.60
	480.87	10.84		596.91		607.75	
	3,177.80	58.51		580.48		638.99	
			34.92		532.38		1,440.31
165.21			2.91		972.60		975.51
				233.20		233.20	
	1,768.87	41.60		849.26		890.86	
997.29			23.71	154.07		130.36	
300.00			35.36	257.72			384.86
12.60			.22		115.66		115.88
	842.88	17.03		627.55		644.58	
435.47			54.59	525.96			678.83
	2,334.55	47.55		388.17		388.22	
	191.47	4.41		572.13		576.54	
105.45			1.80	263.92		262.12	
	948.58	20.48		516.10		536.58	

NIAGARA

Statement Showing the Net Credit or Charge to Each Municipality in respect of thereon, Adjustments Made and Interest added during the Year; also the Net in the Year Ending 31st October, 1922, and the Accumulated Amount

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921	
		Credit	Charge
		$ c.	$ c.
St. Thomas	April, 1911	.....	972.51
Sarnia	Dec., 1916	15,478.49	.....
Scarboro Township	Aug., 1918	.....	811.91
Seaforth	Nov. 1911	189.81	.....
Simcoe	Aug., 1915	.....	560.81
Springfield	Aug., 1917	.....	54.28
Stamford Township	Nov., 1916	414.23	.....
Stratford	Jan., 1911	1,864.48	.....
Strathroy	Dec., 1914	1,514.02	.....
Streetsville	.....	4,524.99	.....
Tavistock	Nov., 1916	1,118.77	.....
Thamesford	Feb., 1914	218.21	.....
Thamesville	Oct., 1915	330.30	.....
Thedford	.....	.....	.....
Thorndale	Mar., 1914	.....	1,910.24
Tilbury	April, 1915	.....	2,638.05
Tillsonburg	Aug., 1911	.....	1,501.62
Toronto	June, 1911	.....	76,929.90
Toronto Township	Aug., 1913	.....	416.81
Walkerville	Nov., 1914	14,564.09	.....
Wallaceburg	Feb., 1915	6,332.08	.....
Wardsville	June, 1921	.....	34.83
Waterdown	Nov., 1911	.....	155.77
Waterford	April, 1915	312.10	.....
Waterloo	Dec., 1910	.....	439.71
Watford	Sept., 1917	.....	929.51
Welland	Sept., 1917	.....	2,381.46
Wellesley	Nov., 1916	38.66	.....
West Lorne	Jan., 1917	2,184.30	.....
Weston	Jan., 1911	.....	1,453.36
Windsor	Oct., 1914	29,373.26	.....
Woodbridge	Dec., 1914	.....	103.15
Woodstock	Jan., 1911	.....	2,688.07
Wyoming	Nov., 1916	.....	1,572.97
Zurich	Sept., 1917	.....	533.38

SYSTEM—Continued

Power Supplied to it to 31st October, 1921, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges, also adjustments made during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
972.51	.....	.....	22.59	782.01	.....	759.42	.....
.....	15,478.49	260.96	.....	3,156.41	.....	3,417.37	.....
811.91	.....	.....	24.02	685.51	.....	661.49	.....
.....	189.81	4.10	.....	.....	196.99	.....	192.89
560.81	.....	.....	11.68	734.82	.....	723.14	.....
.....	.....	.....	2.17	192.28	.....	135.83	.....
.....	414.23	7.35	.....	.....	239.21	.....	231.86
.....	1,864.48	36.78	.....	.....	1,309.52	.....	1,272.74
.....	1,514.02	12.92	.....	355.47	.....	368.39	.....
.....	.....	181.00	.....	445.36	.....	5,151.35	.....
.....	1,142.19	23.42	.....	6.15	.....	6.15	.....
.....	218.21	4.30	.....	862.64	.....	866.94	.....
.....	330.30	6.33	.....	710.68	.....	717.01	...
.....	.....	.....	.....	152.41	.....	152.41	.....
553.74	.....	.....	57.91	192.30	.....	.....	1,222.11
2,714.33	.....	.....	76.28	2,106.73	.....	2,106.73	.....
1,501.62	.....	.....	30.11	.....	1,101.87	.....	1,131.98
76,929.90	.....	.....	1,273.03	.....	142,846.26	.....	144,119.90
416.81	.....	.....	8.86	18.29	.....	9.43	.....
.....	14,564.09	284.10	.....	12,816.20	.....	13,100.30	.....
.....	6,332.08	155.31	.....	358.97	.....	514.28	.....
34.83	.....	.....	.74	.....	46.59	.....	47.33
155.77	.....	.....	3.02	50.27	.....	47.25	.....
.....	312.10	6.74	.....	574.77	.....	581.51	.....
439.71	.....	.....	9.34	.....	2,174.50	.....	2,183.84
1,340.22	.....	.....	23.29	1,212.41	.....	1,599.83	.....
.....	.....	.....	95.26	.....	5,132.36	.....	7,609.08
.....	38.66	.76	.....	.....	193.88	.....	193.12
.....	2,184.30	41.90	.....	1,081.91	.....	1,123.81	.....
1,453.36	.....	.....	35.68	.....	794.94	.....	830.62
.....	29,373.26	473.19	.....	24,857.81	.....	25,331.00	.....
103.15	.....	.....	2.53	.....	143.58	.....	146.11
2,688.07	.....	.....	54.20	.....	731.07	.....	785.27
.....	.....	.....	62.92	.....	85.63	.....	1,721.52
533.38	.....	.....	10.81	201.97	.....	191.16	.....

NIAGARA

Statement Showing the Net Credit or Charge to Each Municipality in respect of thereon, Adjustments made and Interest added during the Year; also the Net in the Year Ending 31st October, 1922, and the Accumulated Amount

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921	
		Credit	Charge
		$ c.	$ c.
Aylmer Rural Power District	Nov., 1920		733.49
Baden Rural Power District			
Chatham Rural Power District	May, 1922		
Brant Rural Power District	Oct., 1914	219.55	
Dorchester Rural Power District	Dec., 1921		
Drumbo Rural Power District	Aug., 1922		
Dundas Rural Power District	Jan., 1921	259.9(	
Galt Rural Power District	Oct., 1922		
Ingersoll Rural Power District	Oct., 1914	274.9(	
Jordan Rural Power District	May, 1922		
Lynden Rural Power District	Feb., 1922		
Niagara Rural Power District	Jan., 1922		
Preston Rural Power District	Apr., 1922		
Ridgetown Rural Power District	Mar., 1922		
Saltfleet Rural Power District	Feb., 1922		
Sandwich Rural Power District	July, 1922		
Stamford Rural Power District	Mar., 1922		
Welland Rural Power District	Apr., 1922		
Woodstock Rural Power District	Feb., 1913	1,356.68	
Municipalities which are supplied with power directly from the Ontario Power Co.			
Merritton	Nov. 1920	503.58	
Port Colborne	Mar. 1920	442.08	
St. Catharines			
Chippawa Village	Sept. 1919	821.19	
Chippawa R.P.D.	July, 1922		
Welland (Pt. Robinson)	Mar., 1913	61.68	
Grantham Township	May, 1915	14.97	
Port Dalhousie	Nov., 1912	212.78	
		211,161.87	191,547.90

SYSTEM—Continued

Power Supplied to it to 31st October, 1921, the Cash Receipts and Payments Amount Credited or Charged to Each Municipality in respect of Power Supplied Standing as a Credit or Charge to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges, also adjustments made during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c	$ c.	$ c.	$ c.	$ c.	$ c	$ c.
.....	.....	.....	29.34	.....	577.01	.....	1,339.84
.....	.....	.....	.....	.....	388.52	.....	388.52
.....	.....	.....	.....	873.10	.....	873.10	.....
.....	.....	8.78	.....	466.35	.....	694.68	.....
.....	.....	.....	.....	3,548.96	.....	3,548.96	.....
.....	.....	.....	.....	143.30	.....	143.30	.....
.....	.....	10.40	.....	1,065.32	.....	1,335.81	.....
.....	.....	.....	.....	56.71	.....	56.71	.....
.....	.....	11.00	.....	12.00	.....	297.96	.....
.....	.....	.....	.....	153.55	.....	153.55	.....
.....	.....	.....	.....	120.73	.....	120.73	.....
.....	.....	.....	.....	590.28	.....	590.28	.....
.....	.....	.....	.....	4,763.31	.....	4,763.31	.....
.....	.....	.....	.....	2,149.39	.....	2,149.39	.....
.....	.....	.....	.....	3,503.46	.....	3,503.46	.....
.....	.....	.....	.....	491.77	.....	491.77	.....
.....	.....	.....	.....	564.11	.....	564.11	.....
.....	.....	.....	.....	184.95	.....	184.95	.....
.....	.....	54.27	.....	.....	8.32	1,402.63	.....
.....	317.92	7.43	.....	.....	720.88	.....	527.79
.....	588.38	.....	5.86	.....	404.13	.....	556.29
.....	.....	.....	.....	.....	10,720.94	.....	10,720.94
.....	821.19	19.53	.....	346.71	.....	366.24	.....
.....	.....	.....	.....	464.73	.....	464.73	.....
.....	.....	2.47	.....	.....	760.04	.....	695.89
.....	.....	.60	.....	.....	324.80	.....	309.23
.....	.....	8.51	.....	.....	714.19	.....	492.90
150,318.89	204,788.54	3,277.16	4,562.97	110,117.72	307,257.73	110,304.21	343,585.74

NIAGARA SYSTEM RURAL LINES

Statement Showing the Interest and Sinking Fund Charged by The Commission to the Municipalities which operate the respective Rural Lines for the year ending 31st October, 1922

Operated by	Capital cost	Interest	Sinking Fund	Total interest and Sinking Fund Charged
	$ c.	$ c	$ c.	$ c.
Ancaster	5,159.03	257.96	92.86	350.82
Bolton	2,110.45	105.52	37.98	143.50
Bothwell	6,571.84	355 88	547.44	903.32
Brampton	588 87	29.44	10.60	40.04
Chatham	.....	33.68	12.12	45.80
Dereham Township	29,243.50	1,483.42	526.36	2,009.78
Elora	777 82	38.90	14.00	52.90
Etobicoke	54,608.68	2,984.10	982.96	3,967.06
Georgetown	8,889.59	444.48	160.00	604.48
Goderich	2,313.36	115.66	41.64	157.30
Lucan	333.26	16.66	6.00	22.66
Milton	813.82	40.70	14.64	55.34
Norwich	34,425.48	1,732.98	619.66	2,352.64
Preston	.....	.....	.....	.....
St. Thomas	1,933.82	96.70	34.80	131.50
Scarboro Township	29,892.77	1,722.92	538.08	2,261.00
Stratford	4,058.47	202.92	73.04	275.96
Toronto	628.65	44.00	15.84	59 84
Vaughan Township	21,972.39	1,235 78	396.16	1,631.94
Walkerville	45,477.76	2,333.01	818.60	3,151.61
Waterdown	13,370.80	691.72	240.68	932.40
Waterford	3,399.87	170.00	61.20	231.20
Waterloo	5,062.60	230.60	91.14	321.74
Weston	5,234.46	209.38	94.22	303.60
Windsor	26,653.12	1,529.97	479.76	2,009.73
Woodstock	1,088.20	54.42	19.58	74.00
Louth Township	2,771.19	138.56	49.88	188.44
Non-Operating	31.33	.....	.....	.....
Totals	307,411.13	16,299.36	5,979.24	22,278.60

NIAGARA SYSTEM RURAL LINES

Statement Showing the Total Sinking Fund Requirements on Each Line—All of which have been Paid—And the Total of Such Sinking Fund Payments with Interest allowed thereon to 31st October, 1922

Lines operated by	Sinking Fund requirements		Sinking Fund paid		Interest at 4% per annum allowed on Sinking Fund payments	Total Sinking Fund payments and accumulated interest to 31st October, 1922
	Period covered	Amount	Period covered	Amount		
		$ c.		$ c.	$ c.	$ c.
Ancaster Township	9 years ending 31 Oct. 1922	821.17	Full period	821.17	155.11	976.28
Bolton	8 " " " 1922	237.89	" "	237.89	28.49	266.38
Bothwell	7 " " " 1922	2,849.93	" "	2,849.93	255.47	3,105.40
Brampton	5 " " " 1922	54.76	" "	54.76	5.19	59.95
Dereham Township	5 " " " 1922	2,507.25	" "	2,507.25	199.70	2,706.95
Elora	9 " " " 1922	111.91	" "	111.91	16.97	128.88
Etobicoke	7 " " " 1922	6,082.36	" "	6,082.36	736.09	6,818.45
Georgetown	9 " " " 1922	1,264.99	" "	1,264.99	194.26	1,459.25
Goderich	9 " " " 1922	349.90	" "	349.90	55.89	405.79
Louth Township	4 " " " 1922	257.71	" "	257.71	22.06	279.77
Lucan	3 " " " 1922	18.00	" "	18.00	.73	18.73
Milton	9 " " " 1922	117.84	" "	117.84	17.90	135.74
Norwich	10 " " " 1922	4,404.82	" "	4,404.82	602.42	5,007.24
Preston	10 " " " 1922	1,378.55	" "	1,378.55	292.06	1,670.61
St. Thomas	9 " " " 1922	277.37	" "	277.37	42.04	319.41
Scarboro Township	5 " " " 1922	2,482.13	" "	2,482.13	184.29	2,666.42
Stratford	10 " " " 1922	650.81	" "	650.81	113.19	764.00
Toronto	10 " " " 1922	48.19	" "	48.19	4.90	53.09
Vaughan Township	8 " " " 1922	1,840.59	" "	1,840.59	143.46	1,984.05
Walkerville	8 " " " 1922	4,952.05	" "	4,952.05	607.49	5,559.54
Waterdown	9 " " " 1922	1,752.48	" "	1,752.48	268.99	2,021.47
Waterford	8 " " " 1922	342.14	" "	342.14	32.12	374.26
Waterloo	9 " " " 1922	604.46	" "	604.46	76.77	681.23
Weston	9 " " " 1922	819.75	" "	819.75	138.10	957.85
Windsor	7 " " " 1922	1,421.49	" "	1,421.49	110.26	1,531.75
Woodstock	10 " " " 1922	163.78	" "	163.78	26.53	190.31
		35,812.32		35,812.32	4,330.48	40,142.80

SEVERN

Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6C AND 23 OF THE ACT

Power purchased from Wasdell System and Orillia		$13,847.34
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		67,110.27
Interest on Capital Investment		62,509.06
Provisions for Renewal of Generating Plant, Lines and Stations, etc.		20,053.97
Provisions for Contingencies:		
By charges against Municipalities	$4,866.40	
By charges against contracts with Private Companies, also the Eugenia System, which purchased power	1,445.20	
By appropriating the net profit on power sold to Private Companies	6,198.85	
		12,510.45
Provisions for Sinking Fund:		
By charges against Municipalities	16,853.59	
By charges against contracts with Private Companies, also the Eugenia System, which purchased power	4,400.12	
		21,253.71
		$197,284.80

SYSTEM

Ending 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities		$187,860.89
Power sold to Private Companies and the Eugenia System		40,697.47
Add amounts due by certain Municipalities being the difference between sums paid and the costs of power supplied to them in the period	$626.64	
Deduct amounts collected from certain Municipalities in excess of the sum required to be paid by them for power supplied in the period	31,900.20	31,273.56
REVENUE		197,284.80
		$197,284.80

SEVERN

Statement Showing the Amount to be Paid by Each Municipality as the Cost, under Received by the Commission from Each Municipality on Account of Such Cost, upon ascertainment (by Annual Adjustment) of the Actual Cost of

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horse-power supplied in year after correction for power factor	Cost of Power purchased from Orillia and Wasdells system	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating, Maintenance and Administrative expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
Alliston	60.00	65.00	67,702.03	111.9	245.50	1,877.80	2,894.19
Barrie	29.00	29.00	177,192.67	866.9	1,901.94	8,703.53	7,586.17
Beeton	85.00	85.00	61,101.98	84.5	185.39	1,785.42	2,615.41
Bradford	75.00	75.00	54,743.86	58.9	129.22	1,572.28	2,343.17
Coldwater	60.00	60.00	20,291.23	83.7	183.64	829.75	868.80
Collingwood	36.00	45.00	277,030.92	1,124.3	2,466.66	14,377.48	11,759.43
Cookstown	60.00	60.00	22,990.20	52.1	114.30	901.89	984.13
Creemore	65.00	70.00	24,754.14	53.	116.28	1,050.14	1,059.61
Elmvale	37.00	37.00	30,481.93	150.8	330.85	1,693.83	1,305.03
Midland	32.00	32.00	231,618.34	1,290.3	2,830.86	11,060.06	9,916.72
Penetang	30.00	30.00	132,207.66	695.1	1,525.02	6,026.09	5,660.34
Port McNicoll	85.00	40.00	8,888.64	43.3	95.00	489.38	379.06
Stayner	40.00	45.00	30,484.00	120.5	264.37	1,717.50	1,305.04
Thornton	85.00	85.00	11,599.45	13.8	30.28	383.78	496.50
Tottenham	90.00	90.00	37,845.15	38.6	84.68	1,174.43	1,619.85
Victoria Harbor	45.00	45.00	12,872.55	46.	100.92	762.32	549.36
Waubaushene	45.00	45.00	6,876.08	25.4	55.72	389.40	294.37
Nottawasaga Rural Power Districts			12,439.41	7.3	16.02	615.19	409.36
Totals—Municipalities			1,221,120.24	4,866.4	10,676.65	55,390.27	52,046.54
Totals—Companies			266,781.32	1,445.2	3,170.69	11,720.00	
Non-operating Capital			814.29				10,462.52
Grand Totals			1,488,715.85	6,311.6	13,847.34	67,110.27	62,509.06
50% Eugenia Tie Line included in above Capital			46,413.95				

SYSTEM

Section 23 of the Act, of Power Supplied to it by the Commission, the Amount and the Amount remaining to be Credited or Charged to Each Municipality Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges.			Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be Credited or Charged to each municipality upon ascertainment of the actual cost of power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of power in the year 1921-1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
912.89	111.90	.....	6,042.28	7,165.34	1,123.06	.....	.....
2,392.83	866.90	2,475.60	23,926.97	25,140.07	1,213.10	.....	1919–20
824.95	84.50	.....	5,495.67	6,913.00	1,417.33	.....	.....
739.08	58.90	.....	4,842.65	4,415.60	.....	427.05	.....
274.04	83.70	294.51	2,534.44	4,505.50	1,971.06	.....	1919–20
3,709.16	1,124.30	5,811.86	39,248.89	48,748.50	9,499.61	.....	1919–20
310.41	52.10	.....	2,362.83	2,972.50	.....	.....	.....
334.22	53.00	398.28	2,991.53	3,465.94	474.41	.....	1918–19
411.63	150 80	529.51	4,421.65	5,580.96	1,159.31	.....	1919–20
3,127.94	1,290.30	3,753.07	31,978.95	41,288.52	9,309.57	.....	1919–20
1,785.39	695.10	2,380.52	18,072.46	20,853.87	2,781.41	.....	1921–22
119.56	43.30	127.81	1,254.11	2,085.32	831.21	.....	1918–19
411.64	120.50	557.09	4,376.14	5,318.93	942.79	.....	1919–20
156.62	13.80	.....	1,080.98	1,173.69	92.71	.....	.....
510.93	38.60	.....	3,428.49	3,474.75	46.26	.....	.....
173.28	46.00	194.26	1,826.14	2,068.48	242.34	.....	1918–19
92.85	25.40	97.76	955.50	1,141.86	186.36	.....	1918–19
466.46	7.30	233.32	1,747.65	1,548.06	.....	199.59	1921–22
16,753.88	4,866.40	16,853.59	156,587.33	187,860.89	31,900.20	626.64	
3,300.09	1,445.20	4,400.12	34,498.62	40,697.47	*6,198.85		
20,053.97	6,311.60	21,253.71	191,085.95	228,558.36			

*Note—Transferred to credit of Contingency Reserve.

SEVERN SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward, 31st October, 1921		$7,128.08
Amount added on account of reduction in Cost of Power to Sundry Companies, due to reduction in depreciation rate from commencement of operations		14,668.51
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$4,866.40	
Provision against equipment employed in respect of contracts with Sundry Companies	1,445.20	
Net profits from contracts with Sundry Power Customers	6,198.85	
Interest at 4% per annum on monthly balances to the credit of the account	871.86	
		13,382.31
		$35,178.90
Expenditures during the year ending 31st October, 1922		5,958.82
Balance carried forward 31st October, 1922		$29,220.08

SEVERN

Statement Showing the Total Sinking Fund Requirements to be met by each Deferred by the Commission under Section 23 of the Act, Sinking Fund Pay- five years, and the Total of Such Sinking Fund Payments including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
Alliston	5 years ending 31 Oct., 1922	5,684.10	5 years ending 31 Oct., 1922	5,684.10
Barrie	6 " " " 1922	13,270.78	2 " " " 1922	6,210.01
Beeton	5 " " " 1922	4,975.00	5 " " " 1922	4,975.00
Bradford	5 " " " 1922	3,820.69	5 " " " 1922	3,820.69
Coldwater	6 " " " 1922	1,669.66	2 " " " 1922	704.11
Collingwood	6 " " " 1922	29,786.26	2 " " " 1922	9,544.86
Cookstown	5 " " " 1922	2,013.54	5 " " " 1922	2,013.54
Creemore	6 " " " 1922	2,458.25	3 " " " 1922	1,306.22
Elmvale	6 " " " 1922	2,664.39	2 " " " 1922	1,136.48
Midland	6 " " " 1922	20,808.84	2 " " " 1922	8,377.62
Penetang	6 " " " 1922	12,458.65	.....	.....
Port McNicoll	6 " " " 1922	805.76	3 years ending 31 Oct. 1922	471.88
Stayner	6 " " " 1922	2,735.53	2 " " " 1922	1,144.18
Thornton	4 " " " 1922	781.55	4 " " " 1922	781.55
Tottenham	5 " " " 1922	2,578.68	5 " " " 1922	2,578.68
Victoria Harbor	6 " " " 1922	1,224.81	3 " " " 1922	720.38
Waubaushene	6 " " " 1922	631.75	3 " " " 1922	369.46
Nottawasaga Rural Power District	1 " " " 1922	233.32	.....	.....
Totals—Municipalities		108,601.56		49,838.76
Totals—Companies (from commencement of operations		19,379.41		
Grand Totals		127,980.97		49,838.76

SEVERN SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921	$ 235,243.10	
Less reductions upon adjustment of Renewals Rates	119,976.30	
		$ 115,271.80
Deduct expenditures to 31st October, 1921		7,900.89
Balance brought forward 31st October, 1921		107,370.91
Added during the year ending 31st October, 1922:		
Amounts charged to municipalities as part of the Cost of Power delivered to them	16,753.88	
Provision against equipment employed in respect of contracts with Sundry Companies	3,300.09	
Interest at 4% per annum on monthly balances to the credit of the account	4,294.84	
Renewals reserve provided on second-hand equipment purchased	1,533.14	
		25,881.95
		133,252.86
Expenditures during the year ending 31st October, 1922		509.14
Balance carried forward 31st October, 1922		$ 132,743.72

SYSTEM

Municipality, Sinking Fund Requirements the Payment of which has been ments made by Certain Municipalities which have been Operating more than Interest allowed thereon to 31st October, 1922.

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount		
	$ c.	$ c.	$ c.
4 years ending 31 Oct., 1920	7,060.77	351.70	7,412.47
4 years ending 31 Oct., 1920	965.55	53.37	1,018.92
4 " " " 1920	20,242.40	1,113.26	21,355.66
3 years ending 31 Oct., 1919	1,152.03	46.55	1,198.58
4 " " " 1920	1,527.91	73.76	1,601.67
4 " " " 1920	12,431.22	623.11	13,054.33
6 " " " 1922	12,458.65	1,072.20	13,530.85
3 " " " 1919	333.88	12.42	346.30
4 " " " 1920	1,591.35	73.77	1,665.12
3 years ending 31 Oct., 1919	504.43	18.74	523.17
3 " " " 1919	262.29	9.96	272.25
1 " " " 1922	233.32		233.32
	58,763.80	3,448.84	62,212.64
(From commencement of operations)	19,379.41	2,021.33	21,400.74
	78,143.21	5,470.17	83,613.38

SEVERN

Statement Showing the Net Credit or Charge to each Municipality in Respect of thereon, Adjustments made and Interest added during the Year; also the Net in the year Ending 31st October, 1922, and the Accumulated Amount

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921		Amounts Credited upon adjustment of renewals reserve
		Credit	Charge	
		$ c.	$ c.	$ c.
Alliston	June, 1918		7,952.10	3,639.58
Barrie	April, 1913		4,201.41	15,649.24
Beeton	Aug., 1918		4,254.80	3,162.54
Bradford	Oct., 1918		8,470.66	2,297.83
Coldwater	Mar., 1913		1,842.49	1,949.11
Collingwood	Mar., 1913		7,572.28	31,193.28
Cookstown	May, 1918		1,687.50	1,309.41
Creemore	Nov., 1914	1,466.34		2,770.37
Elmvale	June, 1913	523.49		2,667.51
Midland (No capital invested prior to 1914)	July, 1911		12,462.64	19,030.34
Penetang	July, 1911		636.91	13,504.68
Port McNicoll	Jan., 1915	231.49		784.13
Stayner	Oct., 1913		718.56	3,320.92
Thornton	Nov., 1918		1,664.39	462.38
Tottenham	Oct., 1918		4,519.96	1,538.69
Victoria Harbor	July, 1914	484.22		1,402.79
Waubaushene	Dec., 1914		191.78	624.99
Nottawasaga R.P.D.				
Totals		2,705.54	56,175.48	105,307.79

EUGENIA

Operating Account for

Costs of Operation as Provided for under Sections 6c and 23 of the Act

Power purchased from Severn System		$4,689.18
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		73,818.54
Interest on Capital Investment		92,207.34
Provision for Renewal of Generating Plant, Lines, Stations, etc.		25,111.30
Provisions for Contingencies:		
By charges against Municipalities	$5,230.10	
By charges against contracts with private companies, which purchased power	143.50	5,373.60
Provisions for Sinking Fund:		
By charges against Municipalities	$24,269.80	
By charges against contracts with private companies which purchased power	1,072.06	25,341.86
		$226,541.82

SYSTEM

Power Supplied to it to 31st October, 1921, the Cash Receipts and Payments Amount Credited or Charged to each Municipality in respect of Power supplied standing as a Credit or Charge to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	172.74	1,123.06	.....	.....	3,362.20
.....	.....	457.92	.....	1,213.10	.....	13,118.85	.....
.....	.....	.....	43.69	1,417.33	.....	281.38	.....
.....	.....	.....	246.92	.....	427.05	.....	6,846.80
.....	.....	4.26	.....	1,971.06	.....	2,081.94	.....
.....	.....	944.84	.....	9,499.61	.....	34,065.45	.....
.....	.....	.....	15.12	609.67	.....	216.46	.....
.....	1,466.34	152.05	.....	474.41	.....	3,396.83	.....
.....	523.49	118.00	.....	1,159.31	.....	3,944.82	.....
12,462.64	.....	309.14	.....	9,309.57	.....	28,649.05	.....
636.91	.....	526.65	.....	2,781.41	.....	16,812.74	.....
.....	231.49	34.95	.....	831.21	.....	1,650.29	.....
718.56	.....	119.38	.....	942.79	.....	4,383.09	.....
.....	.....	.....	48.08	92.71	.....	.....	1,157.38
.....	.....	.....	119.25	46.26	.....	.....	3,054.26
.....	484.22	68.38	.....	242.34	.....	1,713.51	.....
191.78	.....	19.27	.....	186.36	.....	830.62	.....
.....	.....	.....	.....	.....	199.59	.....	199.59
14,009.89	2,705.54	2,754.84	645.80	31,900.20	626.64	111,145.03	14,620.23

SYSTEM

Year Ending 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities		$242,352.59
Power sold to Private Companies		7,104.25
		$249,456.84
Add amounts due by certain Municipalities being the difference between sums paid and the costs of power supplied to them in the period	$9,351.17	
Deduct amounts collected from certain Municipalities in excess of the sum required to be paid by them for power supplied in the period	32,929.63	
		23,578.46
REVENUE		$225,878.38
Loss on Sale of Power supplied to Private Companies (written off against Contingency Reserve)		663.44
		$226,541.82

EUGENIA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Received by the Commission from Each Municipality on Account of such upon Ascertainment (by Annual Adjustment) of the Actual

Municipality	Interim rates per Horsepower collected by Commission during Year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horse-power supplied in year after correction for power factor	Cost of Power purchased from Severn system	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating, Maintenance and Administrative expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
Arthur	85.00	85.00	80,105.00	120.3	104.98	2,821.67	3,665.51
Chatsworth	60.00	70.00	12,532.91	36.5	31.85	446.74	576.86
Chesley	55.00	55.00	101,460.10	262.3	228.89	3,774.28	4,633.18
Dundalk	50.00	55.00	26,851.53	90.5	78.97	1,239.92	1,230.72
Durham	50.00	50.00	89,408.27	339.9	296.62	4,134.70	3,886.43
Elmwood	55.00	55.00	14,972.26	36.9	32.20	821.17	684.37
Flesherton	45.00	55.00	15,851.81	44.8	39.09	959.19	729.08
Grand Valley	70.00	60.00	34,660.97	65.3	56.98	1,240.95	1,594.31
Hanover	40.00	35.00	355,765.15	1,270 .3	1,108.51	13,038.86	16,230.26
Holstein	90.00	90.00	12,126.35	10.6	9.25	324.05	556.00
Kincardine	48.00	48.00	107,705.29	134.1	117.02	3,164.67	4,937.13
Lucknow	60.00	60.00	55,709.19	76.9	67.11	1,661.15	2,552.67
Markdale	50.00	50.00	23,805.79	90.4	78.88	1,179.07	1,094 80
Mount Forest	65.00	65.00	75,133.68	180.5	157.52	3,244.80	3,453.65
Neustadt	55.00	55.00	74,464.82	191.4	167.02	2,697.13	3,405.02
Orangeville	65.00	65.00	94,006.13	188.4	164.40	3,406.68	4,320.82
Owen Sound	30.00	40.00	399,647.28	1,452.4	1,267.41	14,929.98	18,395.51
Priceville	47.00	47.00	6,431.07	9.2	8.03	194.58	295.87
Ripley	60.00	60.00	50,884.34	65.3	56.98	1,474.00	2,332.24
Shelburne	50.00	50.00	51,261.77	144.6	126.18	2,368.68	2,354.79
Tara	90.00	90.00	42,434.88	45.3	39.53	1,088.62	1,952.44
Teeswater	40.00	40.00	56,249.99	108.8	94.94	1,887.53	2,573.47
Wingham	45.00	45.00	171,844.29	263.5	229.94	4,662.76	7,870.77
Flesherton Rural Power District			2,343.04	.8	.70	65.93	76.18
Walkerton Quarry Rural Power Dist.			1,889.86	1.1	.96	48.74	65.53
Totals—Municipalities			1,957,545.77	5,230.1	4,563.96	70,875 85	89,467.61
Totals—Companies			59,951.21	143.5	125.22	2,942.69	2,739.73
Non-operating Capital			103.61				
Grand Totals			2,017,600.59	5,373 .6	4,689.18	73,818.54	92,207.34

50% Tie Line Transferred to Severn System, $46,413.95

SYSTEM

Under Section 23 of the Act,—of Power Supplied to it by the Commission, the Amount Cost, and the Amount Remaining to be Credited or Charged to Each Municipality Cost of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges.			Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921-1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
996.06	120.30	1,640.04	9,348.56	9,696.34	347.78	.....	1920–21
156.75	36.50	225.73	1,474.43	2,433.91	959.48	.....	1921–22
1,259.02	262.30	1,777.53	11,935.20	14,426.72	2,491.52	.....	1920–21
334.43	90.50	481.59	3,456.13	4,892.72	1,436.59	.....	1921–22
1,056.09	339.90	1,520.77	11,234.51	17,479.05	6,244.54	.....	1921–22
185.97	36.90	.....	1,760.61	1,978.59	217.98	.....	.....
198.12	44.80	285.29	2,255.57	2,375.79	120.22	.....	1921–22
433.24	65.30	637.62	4,028.40	3,853.34	.....	175.06	1920–21
4,410.39	1,270.30	5,751.64	41,809.96	45,832.51	4,022.55	.....	1920–21
151.09	10.60	219.96	1,270.95	955.50	.....	315.45	1920–21
1,341.62	134.10	.....	9,694.54	6,438 80	.....	3,255.74	.....
693.66	76.90	.....	5,051.49	4,569.50	.....	481.99	.....
297.50	90.40	451.71	3,192.36	4,493.30	1,300.94	.....	1920–21
938.49	180.50	1,351.43	9,326.39	11,735.29	2,408.90	.....	1921–22
925.28	191.40	.....	7,385.85	11,065.10	3,679.25	.....	.....
1,174.14	188.40	1,474.48	10,728.92	12,244.39	1,515.47	.....	1920–21
4,998.78	1,452.40	7,198.23	48,242.31	55,586.62	7,344.31	.....	1921–22
80.40	9.20	.....	588.08	431.97	.....	156.11	.....
633.76	65.30	.....	4,562.28	3,916.50	.....	645.78	.....
639.89	144.60	1,198.33	6,832.47	7,231.97	399.50	.....	1920–21
530.55	45.30	.....	3,656.44	4,074.75	418.31	.....	.....
699.32	108.80	.....	5,364.06	4,353.55	.....	1,010.51	.....
2,138.79	263.50	.....	15,165.76	11,855.23	.....	3,310.53	.....
52 80	.80	29.81	226.22	247.38	21.16	.....	1921–22
40.67	1.10	25.64	182.64	183.77	1.13	.....	1921–22
24,366.81	5,230.10	24,269 80	218,774.13	242,352.59	32,929.63	9,351.17	
744.49	143.50	1,072.06	7,767.69	7,104.25	.....	*663.44	
.....	.....	.....	.....	.....	.....	.....	
25,111.30	5,373.60	25,341 86	226,541.82	249,456.84			

*Transferred to debit of Contingency Reserve.

EUGENIA SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Total provision for Contingencies to 31st October, 1921		$12,079.58
Amount added on account of reduction in Cost of Power to Sundry Companies due to reduction in depreciation rate from commencement of operations		13,643 72
		$25,723.30
Deduct on account of adjustment re unused circuit on Durham—Mount Forest Line		11,507 77
Balance brought forward 31st October, 1921		$14,215.53
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$5,230.10	
Provision against equipment employed in respect of contracts with Sundry Companies	143.50	
Interest at 4% per annum on monthly balances to the credit of the account	568.62	
		5,942.22
		20,157.75
Deduct:		
Expenditures during the year ending 31st October, 1922	$6,692.93	
Net loss for year on power sold to Sundry Power Customers	663.44	
		7,356.37
Balance carried forward 31st October, 1922		$12,801.38

EUGENIA SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921		$188,154.25
Less reduction upon adjustment of Renewals Rate	$68,106.98	
Less renewals provided for Durham—Mt. Forest Line	829.83	
		68,936.81
		$119,217.44
Deduct expenditures to 31st October, 1921		6,324.04
Balance brought forward, 31st October, 1921		$112,893.40
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$24,366 81	
Provision against equipment employed in respect of contracts with Sundry Companies	744.49	
Interest at 4% per annum on monthly balances to the credit of the account	4,515.74	
Renewals reserve provided on second-hand equipment purchased	349.60	
		29,976.64
		$142,870.04
Expenditures during the year ending 31st October, 1922		5,669.35
Balance carried forward, 31st October, 1922		$137,200.69

EUGENIA

Statement Showing the Total Sinking Fund Requirements to be Met by Each Muni- the Commission under Section 23 of the Act, Sinking Fund Payments made the Total of such Sinking Fund Payments including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
Arthur	2 yrs. ending 31 Oct., 1922	3,074.37	1 yr. ending 31 Oct., 1922	1,434.33
Chatsworth	2 " " " 1922	433.69	.....	.....
Chesley	2 " " " 1922	3,590.52	1 yr. ending 31 Oct., 1922	1,812.99
Dundalk	2 " " " 1922	1,049.10	.....	.....
Durham	2 " " " 1922	2,627.34	.....	.....
Elmwood	2 " " " 1922	646 82	2 yrs. ending 31 Oct., 1922	646.82
Flesherton	2 " " " 1922	600.71	.....	.....
Grand Valley	2 " " " 1922	1,261.48	1 yr. ending 31 Oct., 1922	623.86
Hanover	2 " " " 1922	12,102.60	1 " " " 1922	6,350.96
Holstein	2 " " 1922	437.53	1 " " " 1922	217.57
Kincardine	2 " " " 1922	2,989.28	2 " " " 1922	2,989.28
Lucknow	2 " " " 1922	1,653.71	2 " " " 1922	1,653.71
Markdale	2 " " " 1922	880.11	1 " " " 1922	428.40
Mount Forest	2 " " " 1922	2,844.46	.....	.....
Neustadt	2 " " " 1922	2,403.28	2 yrs. ending 31 Oct., 1922	2,403.28
Orangeville	2 " " " 1922	3,165.24	1 " " " 1922	1,690.76
Owen Sound	2 " " " 1922	14,969.76	.....	.....
Priceville	2 " " " 1922	183.51	2 yrs. ending 31 Oct., 1921	183.51
Ripley	2 " " " 1922	1,589.54	2 " " " 1921	1,589.54
Shelburne	2 " " " 1922	2,119.77	1 " " " 1921	921.44
Tara	2 " " " 1922	1,507.87	2 " " " 1921	1,507.87
Teeswater	2 " " " 1922	1,659.58	2 " " " 1921	1,659.58
Wingham	2 " " " 1922	6,233.93	2 " " " 1921	6,233.93
Flesherton Rural Power District	1 " " " 1922	29.81	.....	.....
Walkerton Quarry Rural Power District	1 " " " 1922	25.64	.....	.....
Totals—Municipalities		68,079.65		32,347.83
Totals—Companies (from commencement of operation)		2,606.02		.....
Grand Totals		70,685.67		32,347.83

SYSTEM

cipality, Sinking Fund Requirements the Payment of which has been Deferred by by Certain Municipalities which have been Operating more than Five Years, and Interest allowed thereon to 31st October, 1922

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Total Sinking Fund payments and accumulated interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount		
	$ c.	$ c.	$ c.
1 year ending 31 Oct., 1921	1,640.04		1,640.04
2 years ending " 1922	433.69	8.32	442.01
1 " " " 1921	1,777.53		1,777.53
2 " " " 1922	1,049.10	22.70	1,071 80
2 " " " 1922	2,627.34	44.26	2,671.60
2 years ending " 1922	600.71	12.62	613.33
1 " " " 1921	637.62		637.62
1 " " " 1921	5,751.64		5,751.64
1 " " " 1921	219.96		219.96
1 year ending " 1921	451.71		451.71
2 years ending " 1922	2,844.46	59.72	2,904.18
1 year ending " 1921	1,474.48		1,474.48
2 " " " 1922	14,969.76	310 86	15,280.62
1 year ending " 1921	1,198.33		1,198.33
1 year ending " 1922	29 81		29.81
1 " " " 1922	25.64		25.64
	35,731 82	458.48	36,190.30
(From commencement of operation)	2,606.02	61.36	2,667.38
	38,337 84	519.84	38,857.68

EUGENIA

Statement Showing the Net Credit or Charge to each Municipality in respect of Power added during the Year—also the Net Amount Credited or Charged to each Muni the Accumulated Amount Standing as a Credit or Charge

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921		Amounts Credited upon adjustment of renewals reserve
		Credit	Charge	Credited
		$ c.	$ c.	$ c.
Arthur	Dec., 1916		9,515.86	4,158.15
Chatsworth	Dec., 1915		1,831.64	544.02
Chesley	July,. 1916		6,654.73	4,465.09
Dundalk	Dec., 1915		3,908.57	1,272.55
Durham	Dec., 1915		1,502.80	1,516.58
Elmwood	Apr., 1918		915.27	643.89
Flesherton	Dec., 1915		2,943.43	711.60
Grand Valley	Dec., 1916		2,063.88	1,509.61
Hanover	Sept., 1916	2,758.90		6,075.47
Holstein	May, 1916		4,640.44	926.49
Kincardine	Mar., 1921		3,855.59	770.79
Lucknow	Jan., 1921		1,577.19	470.95
Markdale	Mar., 1916		627.69	713.47
Mount Forest	Dec., 1915		17,615.48	5,428.01
Neustadt	Dec., 1918		2,098.61	1,312.27
Orangeville	July, 1916		8,649.64	3,578.09
Owen Sound	Dec., 1915		16,210.28	13,156.27
Priceville	Mar., 1921		280.55	48.64
Ripley	Jan., 1921		1,814.45	490.48
Shelburne	July, 1916		3,313.73	2,292.66
Tara	Feb., 1918		6,063.87	1,861.88
Teeswater	Dec., 1920		1,817.13	428.92
Wingham	Dec., 1920		5,576.72	2,087.38
Flesherton R.P.D.				
Walkerton R.P.D.				
		2,758.90	103,477.55	54,463.26

SYSTEM

Supplied to it to 31st October, 1921, the Cash Receipts, Adjustments made and interest cipality in respect of Power Supplied in the Year Ending 31st October, 1922, and to each Municipality at 31st October, 1922

Cash receipts and payments on account of such Credits and Charges, also adjustments made during the year		Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	214.30	347.78	.....	.....	5,224.23
752.28	.....	.....	32.52	959.48	.....	391.62	.....
.....	.....	.....	87.58	2,491.52	.....	214.30	.....
2,000.00	.....	.....	57.11	1,436.59	.....	743.46	.....
.....	.....	.52	.....	6,244.54	.....	6,258.84	.....
.....	.....	.....	10.85	217.98	.....	.....	64.25
302.94	.....	.....	81.24	120.22	.....	.....	1,889.91
2,063.88	.....	38.87	.....	.....	175.06	1,373.42	.....
.....	2,758.90	300.72	.....	4,022.55	.....	10,398.74	.....
.....	.....	.....	148.56	.....	315.45	.....	4,177.96
.....	.....	.....	123.39	.....	3,255.74	.....	6,463.93
1,629.76	.....	.....	33.73	.....	481.99	7.80	.....
.....	.....	3.43	.....	1,300.94	.....	1,390.15	.....
4,566.29	.....	.....	324.22	2,408.90	.....	.....	5,536.50
.....	.....	.....	31.45	3,679.25	.....	2,861.46	.....
.....	.....	.....	202.86	1,515.47	.....	.....	3,758.94
.....	.....	.....	122.16	7,344.31	.....	4,168.14	.....
252.44	.....	.....	4.23	.....	156.11	.....	139.81
1,814.45	.....	.....	12.99	.....	645.78	.....	168.29
150.68	.....	.....	38.10	399.50	.....	.....	508.99
.....	.....	.....	168.07	418.31	.....	.....	3,951.75
1,817.13	.....	.....	29.04	.....	1,010.51	.....	610.63
5,576.72	.....	.....	43.62	.....	3,310.53	.....	1,266.77
.....	.....	.....	.....	21.16	.....	21.16	.....
.....	.....	.....	.....	1.13	.....	1.13	.....
20,926.57	2,758.90	343.54	1,766.02	32,929.63	9,351.17	27,830.22	33,761.96

EUGENIA SYSTEM

Operating Account for Year

Interest on Capital Investment	$124.88
Provision for Sinking Fund	39.68
	$164.56

Statement Showing Interest and Sinking Fund Charges on each line for the Year Ending 31st October, 1922

	Capital Cost	Interest	Sinking Fund	Total interest and sinking fund charges	Revenue from municipalities
	$ c.	$ c.	$ c.	$ c.	$ c.
Flesherton	852.58	52.86	15.36	68.22	68.22
Markdale	1,241.33	66.04	22.36	88.40	88.40
Ripley	145.16	5.98	1.96	7.94	7.94
Totals	2,239.07	124.88	39.68	164.56	164.56

WASDELLS

Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT.

Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		$17,351.47
Interest on Capital Investment		13,485.31
Provision for Renewal of Generating Plant, Lines and Stations, etc		4,933.65
Provision for Contingencies:		
By charges against Municipalities	$374.00	
By charges against contracts with Private Company and Severn System which purchased power	581.70	
		955.70
Provision for Sinking Fund:		
By charges against Municipalities	$2,534.54	
By charges against contracts with Private Company and Severn System which purchased power	2,986.59	
		5,521.13
		$42,247,26

RURAL LINES

Ending 31st October, 1922

REVENUE:

Interest and Sinking Fund collected from the Municipalities which operate lines.	$164.56
	$164.56

Statement Showing the total Sinking Fund Requirements of each Municipality, and the total of the Sinking Fund Payments with Interest allowed thereon to 31st October, 1922

	Sinking Fund requirements		Interest at 4% per annum allowed on Sinking Fund payments	Total Sinking Fund payments and accumulated interest to 31st October, 1922
	Period covered	Amount		
		$ c.	$ c.	$ c.
Flesherton	5 years ending 31 Oct., 1922	55.00	1.59	56.59
Markdale	6 " " " 1922	127.43	4.20	131.63
Ripley	¾ " " " 1922	1.96	.....	1.96
Totals	.....	184.39	5.79	190.18

SYSTEM

Ending 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities		$26,707.82
Power sold to Private Company and to Severn System		20,827.97
		$47,535.79
Add: Amounts due by certain Municipalities, being the difference between the sums paid and the cost of power supplied to them in the period	$61.51	
Deduct: Amounts collected by certain Municipalities in excess of the sums required to be paid by them for power supplied in the period	5,768.27	
		5,706.76
Revenue		$41,829.03
Loss on Sale of Power supplied to Private Company (written off to Contingency Reserve)		418.23
		$42,247.26

WASDELLS

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of such Cost, upon Ascertainment (by Annual Adjustment) of the Actual Cost of

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horse-power supplied in year after correction for power factor	Share of Operating	
	To Dec. 21, 1921	To Oct. 31, 1922			Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.
Beaverton	60.00	65.00	34,437.46	112.2	2,633.86	1,406.80
Brechin	90.00	90.00	22,406.29	35.4	978.26	917.03
Cannington	65.00	65.00	28,284.17	77.5	1,659.36	1,156.11
Kirkfield	60.00	60.00	13,242.96	26.6	524.56	541.74
Port Perry	.....	90.00	26,693.35	6.7	409.78	171.26
Sunderland	85.00	85.00	26,292.70	47.1	1,044.19	1,086.40
Uxbridge	.....	90.00	31,620.99	7.4	401.42	196.43
Woodville	80.00	80.00	29,502.05	61.1	1,313.73	1,206.77
Totals—Municipalities			212,479.97	374.	8,965.16	6,682.54
Totals—Companies and Severn System			166,571.39	581.7	8,386.31	6,802.77
Grand Totals			379,051.36	955.7	17,351.47	13,485.31

WASDELLS SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward 31st October, 1921		$240.64
Amount added on account of reduction in Cost of Power to Sundry Companies, due to reduction in depreciation rate from commencement of operations		5,077.30
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$374.00	
Provision against equipment employed in respect of contracts with Sundry Companies	581.70	
Interest at 4% per annum on monthly balances to the credit of the account	212.72	
		1,168.42
		$6,486.36
Deduct:		
Loss for the year on power sold to Private Company		418.23
Balance carried forward, 31st October, 1922		$6,068.13

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission. The Amount —and the Amount Remaining to be Credited or Charged to Each Municipality Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges			Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921-1922
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
514.68	112.20	617.61	5,285.15	7,076.31	1,791.16	.....	1921–22
335.50	35.40	402.60	2,668.79	3,191.46	522.67	.....	1921–22
422.97	77.50	507.57	3,823.51	5,039.10	1,215.59	.....	1921–22
198.19	26.60	.....	1,291.09	1,597.00	305.91	.....	.....
62.66	6.70	.....	650.40	603.00	.....	47.40	.....
397.46	47.10	476.96	3,052.11	4,005.95	953.84	.....	1921–22
71.86	7.40	.....	677.11	663.00	.....	14.11	.....
441.50	61.10	529.80	3,552.90	4,532.00	979.10	.....	1921–22
2,444.82	374.00	2,534.54	21,001.06	26,707.82	5,768.27	61.51	
2,488.83	581.70	2,986.59	21,246.20	20,827.97	.....	418.23	*
4,933.65	955.70	5,521.13	42,247.26	47,535.79	.....		

*Transferred to Debit of Contingency Reserve.

WASDELLS SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for renewals to 31st October, 1921	$42,116.91	
Less reduction upon adjustment of Renewal Rates	10,578.06	
	$31,538.85	
Deduct:		
Expenditures to 31st October, 1921	3,143.18	
Balance brought forward, 31st October, 1921		$28,395.67
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$2,444.82	
Provision against equipment employed in respect of contracts with Sundry Companies	2,488.83	
Interest at 4% per annum on monthly balances to the credit of the account	1,135.83	
Renewals reserve provided on second-hand equipment purchased	1,296.53	
		7,366.01
		$35,761.68
Expenditures during the year ending October 31, 1922		197.56
Balance carried forward, 31st October, 1922		$35,564.12

WASDELLS

Statement Showing the Total Sinking Fund Requirements to be Met by Each Muni Commission under Section 23 of the Act.—Sinking Fund Payments made the Total of such Sinking Fund Payments,

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
Beaverton	3 yrs. ending 31 Oct. 1922	1,845.03	.....	.....
Brechin	3 " " " 1922	1,243.36	.....	.....
Cannington	3 " " " 1922	1,604.10	.....	.....
Kirkfield	3 " " " 1922	429.05	3 yrs. ending 31 Oct. 1922	429.05
Port Perry	1 " " " 1922	75.19	1 " " " 1922	75.19
Sunderland	3 " " " 1922	1,499.41	.....	.....
Uxbridge	1 " " " 1922	86.23	1 yr. ending 31 Oct. 1922	86.23
Woodville	3 " " " 1922	1,528.66	.....	.....
Totals—Municipalities		8,311.03		590.47
Totals—Companies (from commencement of operations)		8,758.22		.....
Grand Totals		17,069.25		590.47

WASDELLS

Statement Showing the Net Charge to Each Municipality in Respect of Power Supplied During the Year. Also the Net Amount Credited or Charged to each Muni and the Accumulated Amount Standing

Municipality	Date commenced operating	Net Charge at 31st October, 1921	Amounts Credited upon adjustments of renewals reserve	Cash Receipts on account of such charges during the year
			Credited	Credited
		$ c.	$ c.	$ c.
Beaverton	Nov., 1914	4,751.99	1,238.52	3,500.00
Brechin	Jan., 1915	3,680.19	804.56	.....
Cannington	Nov., 1914	3,645.65	1,318.20	.....
Kirkfield	June, 1920	307.02	53.65	.....
Port Perry	Sept., 1922	.....	.....	.....
Sunderland	Nov., 1914	3,587.46	992.64	.....
Uxbridge	Sept., 1922	.....	.....	.....
Woodville	Nov., 1914	3,145.08	1,093.19	.....
Totals	.....	19,117.39	5,500.76	3,500.00

SYSTEM

cipality, Sinking Fund Requirements, the Payment of which has been Deferred by the by Certain Municipalities which have been Operating more than Five Years, and including Interest allowed thereon, to 31st October, 1922.

Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Total Sinking Fund payments and accumulated Interest to the credit of the municipality on 31st October, 1922
(a) For period of	(b) Amount		
	$ c.	$ c.	$ c.
3 years ending 31 Oct., 1922.....	1,845.03	75.60	1,920.63
3 " " " 1922	1,243.36	51.05	1,294.41
3 " " " 1922	1,604.10	68.75	1,672.85
.....	.....	.....	.....
.....	.....	.....	.....
3 years endng 31 Oct., 1922.....	1,499.41	62.50	1,561.91
.....	.....	.....	.....
3 years ending 31 Oct., 1922.....	1,528.66	60.04	1,588.70
	7,720.56	317.94	8,038.50
(From commencement of operations)	8,758.22	340.70	9,098.92
	16,478.78	658.64	17,137.42

SYSTEM

to it to 31st October, 1921, the Cash Receipts, Adjustments made and Interest Added cipality in Respect of Power Supplied in the Year ending 31st October, 1922, as a Credit or Charge to Each Municipality at 31st October, 1922.

Interest at 4% per annum added during the year	Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Charged	Credited	Charged	Credited	Charged
$ c.	$ c.	$ c.	$ c.	$ c.
137.85	1,791.16	.....	1,639.84	.....
115.03	522.67	.....	.....	2,467.99
93.10	1,215.59	.....	.....	1,204.96
10.13	305.91	.....	42.41	.....
.....	.....	47.40	.....	47.40
103.80	953.84	.....	.....	1,744.78
.....	.....	14.11	.....	14.11
82.07	979.10	.....	.....	1,154.86
541.98	5,768.27	61.51	1,682.25	6,634.10

WASDELLS SYSTEM

Operating

For Year Ending

Interest on Capital Investment	$837.52
Provision for Sinking Fund	249.38
	$1,086.90

Statement showing Interest and
For the year ending

	Capital Cost	Interest
	$ c.	$ c.
Beaverton	6,139.22	356.38
Brechin	613.25	38.02
Brock Twp. (operated by Sunderland)	3,903.91	230.77
Cannington	1,403.95	38.61
Woodville	2,895.62	173.74
	14,955.95	837.52

Statement showing the Total Sinking Fund
and the Total of the Sinking Fund
thereon to

	Sinking Fund requirements	
	Period covered	Amount
		$ c.
Beaverton	5 years ending 31st October, 1922	394.59
Brechin	4 " " " 1922	56.22
Brock Township (operated by Sunderland)	4 " " " 1922	269.52
Cannington	½ " " " 1922	12.63
Woodville	3 " " " 1922	127.85
		860.81

MUSKOKA

Operating Account for year

COSTS OF OPERATING AS PROVIDED FOR UNDER SECTIONS 6c AND 23 OF THE ACT

Cost of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		$12,464.62
Interest on Capital Investment		9,447.88
Provision for Renewal of Generating Plant, Lines, Stations, etc.		2,659.87
Provision for Contingencies:		
By charges against Municipalities	$1,342.60	
By appropriating the net profits on power sold to Sundry Customers at Muskoka Falls	29.71	
		1,372.31
Provision for Sinking Fund:		
By charges against Municipalities	$3,738.28	
By charges against contracts with Sundry Customers at Muskoka Falls	5.13	
		3,743.41
		$29,688.09

RURAL LINES

Account

31st October, 1922

Revenue:	
Interest and Sinking Fund from the Municipalities which operate the line.....	$1,086.90
	$1,086.90

Sinking Fund Charges on each Line
31st October, 1922

Sinking Fund	Total Interest and Sinking Fund Charges	Revenue from municipalities
$ c.	$ c.	$ c.
103.85	460.23	460.23
11.04	49.06	49.06
69.74	300.51	300.51
12.63	51.24	51.24
52.12	225.86	225.86
249.38	1,086.90	1,086.90

requirements in respect of each Line
Payments with Interest allowed
31st October, 1922

Sinking Fund paid	Interest at 4% per annum allowed on Sinking Fund payments	Total Sinking Fund payments and accumulated interest to 31st October, 1922
$ c.	$ c.	$ c.
394.59	11.63	406.22
56.22	1.81	58.03
269.52	7.99	277.51
12.63	.....	12.63
127.85	3.03	130.88
860.81	24.46	885.27

SYSTEM

ending 31st October, 1922

	Revenue for Period	
Collected from Municipalities.....	$31,465.72.....	
Power sold to Sundry Customers at Muskoka Falls.....		$51.00
		$31,516.72
Deduct amounts collected from Municipalities in excess of the sums required to be paid by them for power supplied in the period.....		1,828.63
Revenue.....		$29,688.09
		$29,688.09

MUSKOKA

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Received by the Commission from Each Municipality on Account of such Ascertainment (by Annual Adjustment) of the Actual Cost

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horsepower supplied in year after correction for power factor	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922			Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.
Gravenhurst	15.00	20.00	37,135.97	361.9	3,231.26	1,648.83
Huntsville	25.00	25.00	175,370.84	980.7	9,233.36	7,786.44
Totals—Municipalities			212,506.81	1,342.6	12,464.62	9,435.27
Muskoka Falls—(Sundry Customers)			284.01			12.61
Grand Totals			212,790.82	1,342.6	12,464.62	9,447.88

MUSKOKA SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward, 31st October, 1921		$1,911.14
Amount added on account of reduction in Cost of Power to Sundry Companies due to reduction in depreciation rate from commencement of operations		15.07
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$1,342.60	
Net profits from contracts with Sundry Power Customers	29.71	
Interest at 4% per annum on monthly balances at the credit of the account	77.05	
		$1,449.36
Balance carried forward, 31st October, 1922		$3,375.57

SYSTEM

under Section 23 of the Act—of Power supplied to it by the Commission, the amount Cost, and the Amount Credited or Charged to Each Municipality upon of Power supplied to it in the Year Ending 31st October, 1922

Cost and Fixed Charges.			Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual cost of power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the cost of power in the year 1921-22
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
464.20	361.90	668.44	6,374.63	6,949.31	574.68	.....	1921-22
2,192.12	980.70	3,069.84	23,262.46	24,516.41	1,253.95	.....	1920-21
2,656.32	1,342.60	3,738.28	29,637.09	31,465.72	1,828.63	.....	.....
3.55	.....	5.13	21.29	51.00	29.71	*	1921-22
2,659.87	1,342.60	3,743.41	29,658.38	31,516.72	.....	.....	.....

*Transferred to Credit of Contingency Reserve.

MUSKOKA SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921	$26,651.51	
Less reduction upon adjustment of Renewal Rates	13,398.99	
		$13,252.52
Deduct expenditures to 31st October, 1921		1,180.12
Balance brought forward, 31st October, 1921		$12,072.40
Added during the year ending 31st October, 1922:		
Amount charged to Municipalities as part of the Cost of Power delivered to them	$2,656.32	
Provision against equipment employed in respect of contracts with Sundry Companies	3.55	
Interest at 4% per annum on monthly balances to the credit of the account	482.90	
		3,142.77
Balance carried forward, 13st October, 1922		$15,215.17

MUSKOKA

Statement showing the Total Sinking Fund Requirements to be met by each Munici Commission under Section 23 of the Act—Sinking Fund Payments Made by the Total of such Sinking Fund Payments, including

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund the payment has been
	(a) For period of	(b) Amount	(a) For period of
		$ c.	
Gravenhurst	2 years ending 31 Oct., 1922	1,419.04	.....
Huntsville	2 " " "	6,226.49	1 year ending 31 Oct., 1922
Totals, Municipalities		7,645.53	
Totals—Companies (From commencement of operations)		5.13	
Grand Totals		7,650.66	

MUSKOKA

Statement Showing the Net Credit or Charge to each Municipality in Respect of Made and Interest added during the Year—also the Net Amount Credited October, 1922—and the Accumulated Amount Standing as a

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921		Amounts Credited upon adjustment of renewals reserve	Cash payments and adjustments on account of such Credits and Charges during the year
		Credit	Charge	Credited	Charged
		$ c.	$ c.	$ c.	$ c.
Gravenhurst	Nov. 1915	.....	6,272.07	2,694.62	638.29
Huntsville	Sept. 1916	1,290.35	.....	10,689.30	2,152.06
Totals		1,290.35	6,272.07	13,383.92	2,790.35

SYSTEM

pality—Sinking Fund Requirements the Payment of which has been Deferred by the Certain Municipalities Which Have Been Operating more than Five Years—And Interest Allowed Thereon to 31st October, 1922.

requirements of which deferred	Sinking Fund requirements paid (or charged) as part of the cost of power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Total Sinking Fund payments to the credit of the municipality on 31st October, 1921
(b) Amount	(a) For period of	(b) Amount		
$ c.		$ c.	$ c.	$ c.
.....	2 years ending 31 Oct., 1922	1,419.04	30.02	1,449.06
3,156.65	1 " " " 1921	3,069.84	.....	3,069.84
3,156.65		4,488.88	30.02	4,518.90
	(From commencement of operations).....	5.13	.....	5.13
3,156.65		4,494.01	30.02	4,524.03

SYSTEM

Power supplied to it at 31st October, 1921—The Cash Payments—Adjustments to each Municipality in Respect of Power Supplied in the Year Ending 31st Credit or Charge to each Municipality at 31st October, 1922.

Interest at 4% per annum added during the year		Net amount credited in respect of power supplied in the year ending 31st October, 1922	Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.
.....	143.09	574.68	.....	3,784.15
453.02	.....	1,253.95	11,534.56	.....
453.02	143.09	1,828.63	11,534.56	3,784.15

ST. LAWRENCE

Operating Account for Year

COSTS OF OPERATION AS PROVIDED FOR UNDER SECTIONS 6C AND 23 OF THE ACT.

Power Purchased		$56,931.81
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		23,688.52
Interest on Capital Investment		40,618.46
Provision for Renewal of Lines, Stations, etc		16,951.72
Provision for Contingencies:		
By charges against Municipalities	$1,924.00	
By charges against contracts with Private Companies	1,792.50	
		3,716.50
Provision for Sinking Fund:		
By charges against Municipalities	$8,222.15	
By charges against contracts with Private Companies which purchased power	3,447.44	
		11,669.59
		$153,576.60

ST. LAWRENCE

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Under Received by the Commission from Each Municipality on Account of Such Cost upon ascertainment (by Annual Adjustment) of the Actual

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horsepower supplied in year after correction for power factor	Cost of Power to Commission	Share of Operating	
	To Dec. 31, 1921	To Oct. 31, 1922				Operating Maintenance and Administrative Expenses	Interest
	$ c.	$ c.	$ c.		$ c.	$ c.	$ c.
Alexandria	65.00	80.00	115,671.74	154.9	2,372.86	2,758.89	5,452.41
Apple Hill	60.00	85.00	11,254.04	19.4	297.18	388.07	527.18
Brockville	55.00	55.00	288,408.66	1,153.6	17,671.62	7,723.08	12,419.50
Chesterville	85.00	85.00	68,995.70	143.8	2,202.82	1,496.27	2,994.12
Lancaster	97.00	97.00	37,607.89	21.1	323.22	969.12	1,818.92
Martintown	54.00	85.00	6,374.86	11.9	182.29	184.27	297.43
Maxville	86.00	86.00	41,399.16	38.4	588.24	815.46	1,982.45
Prescott	55.00	52.00	59,946.22	227.8	3,489.59	2,109.57	2,325.97
Williamsburg	73.00	95.00	8,156.48	17.8	272.67	307.58	347.53
Winchester	85.00	85.00	34,960.72	87.9	1,346.51	901.76	1,455.12
Brockville Rural Power Districts			19,166.42	36.	551.48	539.87	777.78
Chesterville Rural Power Districts			4,309.12	2.7	41.36	325.13	137.91
Martintown Rural Power Districts			9,048.48	5.5	84.25	282.68	408.08
Prescott Rural Power Districts			16,199.02	3.2	49.02	376.71	270.19
Totals—Municipalities			721,498.41	1,924.	29,473.11	19,178.46	31,214.59
Totals—Companies			241,784.98	1,792.5	27,458.71	4,510.06	9,403.87
Now Operating Capital			71,978.69				
Grand Totals			1,035,262.08	3,716.5	56,931.82	23,688.52	40,618.46

SYSTEM

Ending 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities		$121,488.45
Power sold to Private Companies		48,620.11
		$170,108.56
Add amounts due by certain Municipalities, being the difference between sums paid and the Costs of Power supplied to them in the year	$4,671.37	
Deduct amounts collected from certain Municipalities in excess of the sums required to be paid by them for power supplied in the year	23,026.25	
		18,354.88
Revenue		$151,753.68
Loss on Sale of Power supplied to Private Companies (written off against Contingency Reserve)		1,822.93
		$153,576.61

SYSTEM

Section 23 of the Act—of Power Supplied to it by the Commission—The Amount and the Amount remaining to be Credited or Charged to Each Municipality Cost of Power Supplied to it in the Year Ending 31st October, 1922

Costs and Fixed Charges			Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited or charged to each municipality upon ascertainment of the actual Cost of Power by annual adjustment		Sinking Fund for the years mentioned hereunder charged as part of the Cost of Power in the year 1921-22
Renewals	Contingencies	Sinking Fund			Credited	Charged	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
2,220.94	154.90	.....	12,960.00	12,056.79	.....	903.21	.....
214.74	19.40	.....	1,446.57	1,458.70	12.13	.....	.....
5,058.85	1,153.60	5,052.58	49,079.23	63,456.27	14,377.04	.....	1921
1,219.60	143.80	1,097.65	9,154.26	12,227.27	3,073.01	.....	1922
740.92	21.10	.....	3,873.28	2,041.80	.....	1,831.48	.....
121.16	11.90	.....	797.05	948.19	151.14	.....	.....
807.52	38.40	.....	4,232.07	3,301.67	.....	930.40	.....
947.45	227.80	852.70	9,953.08	11,983.27	2,030.19	.....	1922
141.56	17.80	101.43	1,188.57	884.29	.....	304.28	1921
592.72	87.90	533.45	4,917.46	7,467.22	2,549.76	.....	1922
474.40	36.00	285.13	2,664.66	3,443.02	778.36	.....	1922
89.45	2.70	50.56	647.11	523.27	.....	123.84	1922
285.14	5.50	149.60	1,215.25	637.09	.....	578.16	1922
206.81	3.20	99.05	1,004.98	1,059.60	54.62	.....	1922
13,121.26	1,924.00	8,222.15	103,133.57	121,488.45	23,026.25	4,671.37	.....
3,830.46	1,792.50	3,447.44	50,443.04	48,620.11	.....	1,822.93	* .....
.....	.....	.....	.....	.....	.....	.....	.....
16,951.72	3,716.50	11,669.59	153,576.61	170,108.56	.....	.....	.....

NOTE.—*Transferred to Debit of Contingency Reserve.

ST. LAWRENCE SYSTEM

Reserve For Contingencies Account, 31st October, 1922

Balance brought forward, 31st October, 1921		$3,372.65
Amount added on account of reduction in Cost of Power to Sundry Companies due to reduction in depreciation rate from commencement of operations		2,831.77
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$1,924.00	
Provision against equipment employed in respect of contracts with Sundry Companies, $1,792.50 and $500.00	2,292.50	
Interest at 4% per annum on monthly balances to the credit of the account	248.18	
		4,464.68
		$10,669.10
Deduct:		
Expenditures during the year ending, 31st October, 1922	$2,591.00	
Net loss for year on power sold to Sundry Power Customers	1,822.93	
		4,413.93
Balance carried forward, 31st October, 1922		$6,255.17

ST. LAWRENCE

Statement Showing the Total Sinking Fund Requirements to be met by Each Municipality Under Section 23 of the Act—Sinking Fund Payments Made by Commission and the Total of such Sinking Fund Payments Including Interest

Municipality	Total Sinking Fund requirements chargeable to the municipality under the Act		Sinking Fund requirements the payment of which has been deferred	
	(a) For period of	(b) Amount	(a) For period of	(b) Amount
		$ c.		$ c.
Alexandria	2 years ending 31 Oct. 1922	3,258.46	2 years ending 31 Oct. 1922	3,258.46
Apple Hill	2 " " " 1922	255.94	2 " " " 1922	255.94
Brockville	3 " " " 1922	14,575.74	1 " " " 1922	4,552.98
Chesterville	3 " " " 1922	3,554.01		
Lancaster	2 " " " 1922	969.17	2 " " " 1922	969.17
Martintown	2 " " " 1922	143.64	2 " " " 1922	143.64
Maxville	2 " " " 1922	1,157.47	2 " " " 1922	1,157.47
Prescott	3 " " " 1922	2,731.71		
Williamsburg	3 " " " 1922	310.32	1 year ending 31 Oct. 1922	127.40
Winchester	3 " " " 1922	1,678.78		
Brockville, Rural Power District	1 " " " 1922	475.69		
Chesterville, Rural Power Dis.	1 " " " 1922	55.11		
Martintown, Rural Power Dis.	1 " " " 1922	149.60		
Prescott, Rural Power District	1 " " " 1922	99.05		
Total—Municipalities		29,414.69		10,465.06
Totals—Companies (From commencement of operations)		7,926.98		
Grant Totals		37,341.67		10,465.06

ST. LAWRENCE SYSTEM

Reserve For Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921	$79,062.01	
Transferred from Rural Power District balance, 31st October, 1921	10.12	
	$79,072.13	
Less reduction upon adjustment of Renewal Rates	25,398.57	
		$53,673.56
Deduct expenditures to 31st October, 1921		2,702.64
Balance brought forward, 31st October, 1921		$50,970.92
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$13,121.26	
Provision against equipment employed in respect of contracts with Sundry Companies	3,830.46	
Interest at 4% per annum on monthly balances to the credit of the account	2,038.83	
		18,990.55
		$69,961.47
Expenditures during the year ending 31st October, 1922		5,217.69
Balance carried forward, 31st October, 1922		$64,743.78

SYSTEM

pality—Sinking Fund Requirements, the Payment of which has been Deferred by the Certain Municipalities Which Have Been Operating More Than Five Years—Allowed Thereon to 31st October, 1922

Sinking Fund requirements paid (or Charged) as part of the Cost of Power		Interest at 4% per annum allowed on Sinking Fund requirements which have been paid	Total Sinking Fund payments and accumulated interest to the credit of the municipality 31st October, 1922
(a) For period of	(b) Amount		
	$ c.	$ c.	$ c.
.....	.....	.....	.....
.....	.....	.....	.....
2 years ending 31 Oct., 1921	10,022.76	198.81	10,221.57
3 " " " 1922	3,554.01	149.50	3,703.51
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
3 years ending 31 Oct., 1922	2,731.71	113.85	2,845.56
2 " " " 1921	182.92	3.26	186.18
3 " " " 1922	1,678.78	69.14	1,747.92
1 " " " 1922	475.69	7.62	483.31
1 " " " 1922	55.11	.18	55.29
1 " " " 1922	149.60	.....	149.60
1 " " " 1922	99.05	.....	99.05
.....	18,949.63	542.36	19,491.99
(From commencement of operations	7,926.98	258.93	8,185.91
	26,876.61	801.29	27,677.90

ST. LAWRENCE

Statement Showing the Net Credit or Charge to Each Municipality in Respect of Power Added During the Year—also the Net Amount Credited or Charged to each and the Accumulated Amount Standing as a

Municipality	Date commenced operating	Net Charge at 31st October, 1921	Amounts Credited upon adjustments of renewals reserve
			Credited
		$ c.	$ c.
Alexandria	Jan., 1921	3,490.01	699.78
Apple Hill	April, 1921	398.46	34.82
Brockville	April, 1915	4,052.08	10,840.41
Chesterville	April, 1914	4,618.29	4,083.99
Lancaster	May, 1921	1,464.63	167.97
Martintown	May, 1921	295.91	19.22
Maxville	Feb., 1921	1,778.83	239.28
Prescott	Dec., 1913	565.73	3,545.67
Williamsburg	April, 1915	566.13	362.84
Winchester	Jan., 1914	1,405.67	2,572.82
Brockville Rural Power Districts			
Chesterville Rural Power Districts		Cr. 64.97	
Martintown Rural Power Districts			
Prescott Rural Power District			
Totals		18,570.77	22,566.80

RIDEAU

Operating Account for Year

COSTS OF OPERATING AS PROVIDED FOR UNDER SECTIONS 6C AND 23 OF THE ACT

Power Purchased		$6,711.83
Costs of operating and maintaining the Generating Plant, Transmission Lines, Stations, etc., including the proportion of Administrative Expenses chargeable to the operation of this System		21,047.63
Interest on Capital Investment		53,672.99
Provision for Renewal of Generating Plant, Lines, Stations, etc		10,756.11
Provision for Contingencies:		
By charges against Municipalities	$2,259.80	
By charges against contracts with Private Company, which purchased power	358.90	
		2,618.70
By appropriating the net profits on power sold to Private Company		3,823.91
		$98,631.17

SYSTEM

Supplied to it to 31st October, 1921—The Cash Receipts, Adjustments Made and Interest Municipality in Respect of Power Supplied in the Year Ending 31st October, 1922 Credit or Charge to each Municipality at 31st October, 1922

Cash Receipts on account of such charges, also adjustments made, during the Year		Interest at 4% per annum added during the Year		Net amount Credited or Charged in respect of power supplied in the year ending 31st October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	111.61	.....	903.21	.....	3,805.05
.....	.....	.....	14.55	12.13	.....	.....	366.06
.....	4,377.44	271.54	.....	14,377.04	.....	17,059.47	.....
.....	1,070.92	.....	21.37	3,073.01	.....	1,446.42	.....
.....	.....	.....	51.87	.....	1,831.48	.....	3,180.01
295.91	.....	.....	4.39	151.14	.....	165.97	.....
.....	.....	.....	61.58	.....	930 40	.....	2,531.53
565.73	2,836.37	127.69	.....	2,030.19	.....	2,867.18	.....
566.13	.....	2.72	.....	.....	304.28	61.28	.....
617.19	877.56	55.20	.....	2,549.76	.....	3,511.74	.....
.....	.....	.....	.....	778.36	.....	778.36	.....
.....	.....	2.60	.....	.....	123.84	.....	56.27
.....	.....	.....	.....	.....	578.16	.....	578.16
.....	.....	.....	.....	54.62	.....	54.62	.....
2,044.96	9,162.29	459.75	265.37	23,026.25	4,671.37	25,945.04	10,517.08

SYSTEM

Ending 31st October, 1922

REVENUE FOR PERIOD

Collected from Municipalities	$101,417.63
Power sold to Private Company	15,682.05
	$117,099.68
Deduct amounts collected from Municipalities in excess of the sums required to be paid by them for power supplied in the period	18,468.51
Revenue	$98,631.17
	$98,631.17

RIDEAU

Statement Showing the Amount to be Paid by Each Municipality as the Cost—Received by the Commission from Each Municipality on Account of such upon Ascertainment (by Annual Adjustment) of the Actual

Municipality	Interim Rates per Horsepower collected by Commission during year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horse-power supplied in year after correction for power factor	Cost of Power to Com-mission
	To Dec. 31, 1921	To Oct. 31, 1922			
	$ c.	$ c.	$ c.		$ c.
Carleton Place	44.00	44.00	337,509.25	791.9	2,029.67
Kemptville	80.00	80.00	52,512.03	91.7	235.03
Lanark	92.50	92.50	23,086.50	32.4	83.04
Perth	45.00	45.00	218,790.71	499.	1,278.96
Smiths Falls	40.00	40.00	312,403.54	844.8	2,165.26
Totals—Municipalities			944,302.03	2,259.8	5,791.96
Totals—Companies			136,709.87	358.9	919.87
Grand Totals			1,081,011.90	2,618.7	6,711.83

RIDEAU SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward, 31st October, 1921		$1,183.31
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$2,259.80	
Provision against equipment employed in respect of contracts with Sundry Companies	358.90	
Net profits from contracts with Sundry Power Customers	3,823.91	
Interest at 4% per annum on monthly balances to the credit of the account	47.33	
		6,489.94
Balance carried forward, 31st October, 1922		$7,673.25

SYSTEM

under Section 23 of the Act—of Power Supplied to it by the Commission, the Amount Cost, and the Amount Remaining to be Credited to each Municipality Cost of Power Supplied to it in the Year Ending 31st October, 1922

Share of Operating Costs and Fixed Charges				Total Cost of Power for year as provided to be paid under section 23 of Act	Amounts paid to the Commission by each municipality	Amounts remaining to be credited to each municipality upon ascertainment of the actual Cost of Power by annual adjustment
Operating Maintenance and Administrative Expenses	Interest	Renewals	Contingencies			
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,119.42	16,814.26	3,369.60	791.90	29,124.85	34,843.16	5,718.31
1,530.59	2,524.95	506.00	91.70	4,888.27	7,334.65	2,446.38
574.81	1,150.89	230.63	32.40	2,071.77	2,992.34	920.57
4,065.64	10,900.35	2,184.45	499.00	18,928.40	22,455.81	3,527.41
6,247.96	15,559.65	3,118.16	844.80	27,935.83	33,791.67	5,855.84
18,538.42	46,950.10	9,408.84	2,259.80	82,949.12	101,417.63	18,468.51
2,509.21	6,722.89	1,347.27	358.90	11,858.14	15,682.05	3,823.91*
21,047.63	53,672.99	10,756.11	2,618.70	94,807.26	117,099.68	.....

NOTE.—*Transferred to Credit of Contingency Reserve.

RIDEAU SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for Renewals to 31st October, 1921	$38,472.98	
Less reduction upon adjustment of Renewal Rates	16,242.07	
		$22,230.91
Deduct expenditures to 31st October, 1921		107.51
Balance brought forward, 31st October, 1921		$22,123.40
Added during the year ending 31st October, 1922:		
Amounts charged to Municipalities as part of the Cost of Power delivered to them	$9,408.84	
Provision against equipment employed in respect of contracts with Sundry Companies	1,347.27	
Interest at 4% per annum on monthly balances to the credit of the account	884.94	
Renewals Reserve provided on second-hand equipment purchased	12.47	
		11,653.52
		$33,776.92
Expenditures during the year ending 31st October, 1922		5.92
Balance carried forward, 31st October, 1922		$33,771.00

RIDEAU

Statement Showing the Net Credit or Charge to Each Municipality in Respect of Power Added During the Year—also the Net Amount Credited to Each Municipality Accumulated Amount Standing as a Credit to

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921		Amounts Credited upon adjustment of renewals reserve
		Credit	Charge	Credited
		$ c.	$ c.	$ c.
Carleton Place	May, 1919	808.58	.....	5,246.29
Lanark	Sept., 1921	65.04	.....	19.15
Perth	Feb., 1919	.....	4,088.85	4,634.29
Smiths Falls	Sept., 1918	2,632.06	.....	5,709.79
Kemptville	Dec., 1921	.....	.....	.....
		3,505.68	4,088.85	15,609.52

THUNDER BAY

OPERATING ACCOUNT FOR YEAR

COST OF OPERATION

Cost of operating and maintaining the Generating Plant, Transmission Lines and Stations; including the proportion of administrative expenses chargeable to the operation of this System	$80,973 61
Interest on Capital Investment	404,202.68
	$485,176.29

NOTES—

1. Nipigon Fibre & Paper Co., Limited, charged with power held in reserve for it upon a basis of 75 per cent. of previous maximum demand: 3,067.3 horsepower at $24.00. Amount not included in revenue of System $73,615 20

2. Operating, maintenance, and administrative expenses plus interest—as above $485,176.29

Charged the City of Port Arthur with 8,908.16 horsepower at $25.00 per horsepower $222,704.15

Actually received from the City of Port Arthur calculated on basis of 8,908.16 horsepower, at $19.75 per horsepower plus $517.22 per month 182,142.92

Difference not covered by cash revenue 303,033 37

As against which payment of interest was withheld from the Provincial Government to the extent of 289,132 34

SYSTEM

Supplied to it to 31st October, 1921—Payments thereon, Adjustments Made and Interest in Respect of Power Supplied in the Year Ending 31st October, 1922—and the Each Municipality at 31st October, 1922

Payments on account of such credits during the year	Interest at 4% per annum added during the year	Net amount Credited in respect of power supplied in the year ending 31st October, 1922	Accumulated amount standing as a Credit on 31st October, 1922
Charged	Credited	Credited	Credit
$ c.	$ c.	$ c.	$ c.
808.58	227.31	5,718.31	11,191.91
65.04	2.17	920.57	941.89
.....	21.82	3,527.41	4,094.67
2,632.06	264.30	5,855.84	11,829.93
.....	.....	2,446.38	2,446.38
3,505.68	515.60	18,468.51	30,504.78

SYSTEM

ENDING 31st OCTOBER, 1922

REVENUE FOR PERIOD	
Charged to City of Port Arthur at rate of $25.00 per horsepower.....	$222,704.15
Revenue.....	$222,704 15
Portion of Interest deferred and collectible out of future revenue from the City of Port Arthur and other power customers on the System.....	262,472 14
	$485,176 29

THUNDER BAY

Statement Showing the Cost of Operation, Administration and Interest and the $25.00 per Horsepower in the year ending 31st October, 1922; also the Balance the City of Port Arthur and Other

Municipality	Rates per horsepower charged during year	Capital Cost of system as at 31st October, 1922	Average horsepower supplied in year after correction for power factor
Port Arthur	$25.00	$6,642,770.13	$8,908.16

NOTES—

1. Nipigon Fibre & Paper Co., Limited, charged with power held in reserve for it upon a basis of 75 per cent. of previous maximum demand: 3,067.3 horsepower at $24.00. Amount not included in revenue of System $73,615 20
2. Operating, maintenance, and administrative expenses plus interest, as above 485,176 29

Charged the City of Port Arthur with 8,908.16 horsepower at $25.00 per horsepower $222,704 15

Actually received from the City of Port Arthur, calculated on basis of 8,908.16 horsepower, at $19.75 per horsepower plus $517.22 per month 182,142.92

Difference not covered by cash revenue $303,033 37

As against which payment of interest was withheld from the Provincial Government to the extent of 289,132 34

THUNDER BAY SYSTEM

Reserve for Renewals Account, 31st October, 1922

Total provision for renewal of (original) station and line to 31st October, 1921	$41,311 97
Deduct—	
Expenditures to 31st October, 1921	9.75
Balance brought forward, 31st October, 1921	$41,302.22
Added during the year 1922—	
Interest at 4% per annum on the balance to the credit of the account	1,652 09
	$42,954.31
Deduct—	
Expenditures during the year ending 31st October, 1922	520.80
Total	$42,433.51

NOTE: No provision for Renewals charged against operations in the year ending 31st October, 1922.

THUNDER BAY SYSTEM

Statement showing the Total Sinking Fund Payments by the City of Port Arthur to 31st October, 1920; together with Interest allowed thereon to 31st October, 1922

Municipality	Sinking fund paid		Interest at 4% per annum allowed thereon to 31st October, 1922	Total sinking fund payment and accumulated interest to 31st October, 1922
	Period covered	Amount		
Port Arthur	10 years ending 31st October, 1920	$17,437.40	$4,678.05	$22,115.45

SYSTEM

Amount charged the City of Port Arthur for Power Delivered at the Interim Rate of of the Year's Interest remaining to be collected out of Future Revenues from Power Customers of the System.

Operating, maintenance and administrative expenses	Amount charged to City of Port Arthur	Excess of revenue over operating, maintenance and administrative expenses	Interest	Balance of interest deferred and collectible out of future revenue
$80,973.61	$222,704.15	$141,730.54	$404,202.68	$262,472.14

THUNDER BAY SYSTEM

Reserve for Contingencies Account, 31st October, 1922

Balance brought forward, 31st October, 1921	$4,424.66
Interest at 4% per annum on the balance to the credit of the account	176.99
Total	$4,601.65

THUNDER BAY SYSTEM

Statement showing Amount of Interest Deferred and Collectible out of Future Revenue from the City of Port Arthur and Other Power Customers on the System as at 31st October, 1922

Amount deferred as per operating statement for the year ending 31st October, 1921	Additional interest for the year ending 31st October, 1921, being the difference between current rates paid by the Province and the rate of 5 per cent previously charged	Amount deferred as per operating statement for the year ending 31st October, 1922	Total interest deferred as at 31st October, 1922
$18,708.83	$37,139.68	$262,472.14	$318,320.65

CENTRAL ONTARIO AND TRENT SYSTEM AND NIPISSING SYSTEM

The following balance sheet and operating account relates to the systems known as "Central Ontario and Trent" and "Nipissing" which together serve electrical energy to fifty-five municipalities and companies. The Central Ontario and Trent system extends from the municipality of Whitby on the west to and including the city of Kingston on the east and as far north as Lindsay. The Nipissing system supplies the town of North Bay and vicinity. These systems were purchased by the provincial Government, as at the 1st of March, 1916, from the Electric Power Company, Limited, which owned or controlled the capital stock of twenty-two subsidiary companies, the purchase price being the sum of $8,350,000, payable in ten years, secured by a government bond issue bearing interest at four per cent per annum.

Since the acquisition of these properties, and their transfer to the Commission to operate in trust for the Government, it has been found necessary to enlarge, extend and improve the systems to meet the increasing demands for electric service.

The Central Ontario system and the Trent system both receive their electrical energy from the same sources of power supply through the same main transmission network and from the standpoint of power development and electrical operation are regarded as a unit and now known as the Central Ontario and Trent system. It may be explained that after the Central Ontario system was purchased by the Provincial Government, a number of municipalities in central Ontario, from time to time, applied to the Hydro-Electric Power Commission for power to be supplied under the provisions of the Power Commission Act. The municipalities in central Ontario which thus enter into direct relationship with the Hydro-Electric Power Commission are for purposes of financial administration grouped in what is termed the "Trent" system.

The operation of these two systems—the "Central Ontario and Trent" and the "Nipissing"—entails the generation, transformation and transmission of electrical energy to thirty-five municipalities and twenty companies, and in addition thereto the operation of three gas plants—at Peterborough, Oshawa and Cobourg—the Cobourg Waterworks, the Peterborough street railway, the Campbellford pulp mill and certain pulpwood limits connected therewith.

With the exception of fourteen municipalities, namely, Bloomfield, Havelock, Kingston, Lakefield, Madoc, Marmora, Norwood, Omemee, Oshawa Rural District, Peterborough, Picton, Stirling, Wellington and Whitby, twelve of which were connected to the system subsequent to the date of purchase, and constitute the Trent system, the whole property, local and otherwise, is operated and maintained by the Commission. Although the ownership of the whole plant is vested in the province (except the fourteen local systems of the municipalities mentioned) precisely the same methods, with respect to the control of rates, operation, maintenance, and provision for renewal of plant and equipment, are applied, as appertain to other systems controlled and operated by the Commission.

An annual adjustment of the system's capital cost and expenses is made and those municipalities operating their own utilities and which have contracts for power to be supplied at cost, receive an additional charge or credit—as the case may be—on account of power cost as ascertained by this adjustment, just as is done in the case of the municipalities comprising the Niagara system and other systems.

CENTRAL ONTARIO AND TRENT SYSTEM AND NIPISSING SYSTEM

FINANCIAL STATEMENTS

Statement of Assets and Liabilities, 31st October, 1922

Operating Account for Year Ended 31st October, 1922

Surplus Account

Statement Showing Amount to be Paid by Certain Municipalities as the Cost of Power

Reserve for Contingencies Account, 31st October, 1922

Reserve for Renewals Account, 31st October, 1922

Statement Showing Net Credit or Charge to Each Municipality in Respect of Power Supplied

Statement Respecting Rural Lines

CENTRAL ONTARIO
(ALSO NIPISSING
Operated
Hydro-Electric Power
STATEMENTS OF ASSETS AND

ASSETS

Central Ontario:		
Power Developments and Hydraulic Rights	$6,155,445.01	
Transformer Stations	725,237.53	
Transmission Lines	1,570,974.29	
		$8,451,656.83
Service Buildings		17,477.57
Local Utilities—Electric, Gas, Water and Street Railway		2,534,518.81
Nipissing:		
Power Development and Steam Plant	$425,406.89	
Transformer Stations	36,177.40	
Transmission Lines	43,322.00	
		504,906.29
Local Utilities—Electric		199,842.68
Rural Lines		34,328.16
Pulpmill and Pulpwood Areas		506,182.96
		$12,248,913.30
Investments:		
Debentures of the Town of Trenton, re sale of Waterworks	$19,637.66	
Debentures of the Town of Napanee re sale of Property and Water Privileges	12,499.15	
Interest accrued on same	1,240.88	
		33,377.69
Cash in Bank, and on deposit with the Commission		365,686.34
Inventories:		
Tools and Equipment	$56,775.86	
Material and Supplies	359,629.01	
		416,404.87
Accounts Receivable		
Power and Pulp Mill Accounts	$125,930.63	
Consumers' Supply—Sales Accounts	21,519.05	
Consumers' Light and Power Accounts	37,094.81	
	$184,544.49	
Less: Reserve for Doubtful Accounts	9,999.06	
		174,545.43
Balances due by certain Municipalities in respect of the costs of power supplied to them as provided to be paid under their contracts with the Commission	$36,996.97	
Due by Municipalities in respect of the operation of Rural Lines	8,925.23	
		45,922.20
Expenses Prepaid		26,044.94
Deferred Maintenance; re-insulation of Transmission Lines, chargeable to future operations		28,438.87
Operating Deficit		155,119.54
		$13,494,453.18

AND TRENT SYSTEM

SYSTEM)

by the

Commission of Ontario

LIABILITIES, 31st OCTOBER, 1922

	LIABILITIES	
Provincial Treasurer:		
Purchase Price of System	$8,350,000.00	
Debentures issued in connection with purchase of Bruton Township Pulpwood Area	225,000.00	
Cash Advances	3,532,858.78	
		$12,107,858.78
Accounts payable and accrued charges	$111,317.11	
Consumers' Deposits	13,276.37	
Unearned Water Rates	2,400.00	
		126,993.48
Balances due to certain Municipalities in respect of accounts paid by them in excess of the cost of power supplied to them as provided to be paid under their contracts with the Commission		4,278.65
Reserve for Renewals		1,179,922.25
Reserve for Contingencies		38,058.00
Reserve for Sinking Fund:		
For retirement of Bonds issued in purchase of Bruton Township Pulpwood Areas	$31,353.89	
For repayment of cost of Mill at Bancroft	3,497.88	
In respect of Rural Lines	2,940.25	
		37,342.02
		$13,494,453.18

CENTRAL ONTARIO
(ALSO NIPISSING
OPERATING ACCOUNT FOR

Cost of Operations		
Power Department:		
Power Purchased	$12,076.95	
Cost of Operating and Maintaining Generating Plants, Transmission Lines, Stations, etc., including rentals of Water Powers, and the proportion of administrative expenses chargeable to the operation of the Power Department	366,553.52	
Interest on Capital Investment	341,225.01	
Provision for Renewal of Generating Plants, Lines, Stations, etc.	66,795.94	
Provision for Contingencies	33,763.10	
		$820,414.52
Utilities:		
Cost of Operating and Maintaining Electric Light Distribution Systems, Gas Systems, Water System and the Peterboro Street Railway, including all materials and supplies purchased and the proportion of administrative expenses chargeable to the operation of these utilities	$439,776.51	
Interest on Capital Investment	122,300.72	
Provision for Renewal of Plants and Equipment	44,399.81	
		606,477.04
Total Cost of Operation of Power Department and Utilities		1,426,891.56
Cost of operating the "Oshawa" Rural Lines, including power supplied, operating expenses, interest, renewals and sinking fund		8,297. 19
Net loss for year on operation of Pulp Mill and Bruton Township Pulpwood Areas		91,462.54
		1,526,651.29
Net Operating Surplus for year		10,815.81
		$1,537,467.10

SURPLUS

Debit Balance brought forward, 31st October, 1921	$168,930.15
	$168,930.15

AND TRENT SYSTEM

SYSTEM)

YEAR ENDING 31st OCTOBER, 1922

REVENUE

Power sold to Private Companies and certain Municipalities	$261,389.73	
Power supplied to certain other Municipalities at cost in accordance with their contracts with the Commission	132,060.70	
Power supplied at cost to the Peterboro Street Railway and the Campbellford Pulp Mill	31,184.27	
		$424,634. 70
Light and Power sold to Consumers on the twenty Electric Light Distribution Systems		757,742.79
Gas sold to Consumers on four Gas Systems and sales of by-products		192,109.46
Water sold to Consumers on one Water System		38,336.11
Revenue from Peterboro Street Railway		90,801.70
Total Revenue from Power Department and Utilities		$1,503,624.76
Revenue from the operation of the "Oshawa" Rural Lines, less the balances credited to the Municipalities under their contracts with the Commission		8,297.19
Net profit on sales of equipment and supplies		25,545.15
		$1,537,467.10

ACCOUNT

Balances chargeable to Capital Construction in respect of the cost of power supplied in the three years ending 31st October, 1921	$1,809.92
Additional charges against certain Municipalities, in respect of cost of power supplied in the year ending 31st October, 1921	1,184.88
Net Operating Surplus for the year ending 31st October, 1922	10,815.81
Balance, as shown on statement of Assets and Liabilities	155,119.54
	$168,930.15

CENTRAL ONTARIO

Statement Showing the Amount to be Paid by Each of the Following Municipalities Amount Received by the Commission from Each Municipality on Account upon Ascertaining, by Annual Adjustment, the Actual Cost of

Municipality	Interim Rates per Horsepower collected by Commission during Year		Share of Capital Cost of system on which interest and fixed charges are payable	Average Horsepower supplied in year after correction for power factor	Share of Operating Maintenance and Administrative Expenses
	To Dec. 31, 1921	To Oct. 31, 1922			
	$ c.	$ c.	$ c.		$ c.
Bloomfield	66.16	72.50	24,870.49	32.3	682.93
Havelock	68.00	65.00	32,175.42	57.2	1,199.59
Lakefield	36.36	45.00	45,399.64	97.0	1,238.50
Marmora	53.70	35.00	16,350.39	43.2	696.86
Norwood	42.00	38.00	19,326.84	58.0	872.55
Peterboro	.....	22.50	1,024,883.45	4,471.4	42,107.15
Picton	64.14	52.00	164,070.86	295.6	4,194.17
Wellington	52.76	50.00	36,805.90	70.9	1,034.45
Whitby	.....	29.00	126,699.37	494.5	5,634.59
	.....	.....	1,490,582.36	5,620.1	57,660.79

CENTRAL ONTARIO AND TRENT SYSTEM

RESERVE FOR CONTINGENCIES ACCOUNT 31st OCTOBER, 1922

Balance brought forward 31st October, 1921		$7,952.61
Added during the year ending 31st October, 1922—		
By charges against Operations	$33,763.10	
Interest at 4% per annum on the monthly balances to the credit of the account	306.03	
		34,069.13
		$42,021.74
DEDUCT:		
Expenditures to cover contingencies met with during the year ending 31st October, 1922		3,963.74
Balance carried forward 31st October, 1922		$38,058.00

AND TRENT SYSTEM

as the Cost of Power Supplied to It under Its Contract with the Commission, the of Such Cost, and the Amount Credited or Charged to Each Municipality Power Supplied to It in the Year Ending 31st October, 1922

Operating Costs and Fixed Charges			Total Cost of Power for year as provided to be paid under contracts	Amounts paid to the Commission by each municipality or customer	Amount credited to each municipality upon ascertaining the Cost of Power by annual adjustment
Interest	Renewals	Contingencies			
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,016.88	267.67	32.30	1,999.78	2,316.58	316.80
1,307.60	328.97	57.20	2,893.36	3,743.98	850.62
1,806.53	437.96	97.00	3,579.99	4,153.00	573.01
639.67	146.28	43.20	1,526.01	1,666.84	140.83
760.06	167.52	58.00	1,858.13	2,227.73	369.60
37,843.46	6,838.73	4,471.40	91,260.74	100,606.04	9,345.30
6,609.90	1,655.89	295.60	12,755.56	16,021.79	3,266.23
1,474.78	365.33	70.90	2,945.46	3,575.72	630.26
4,678.08	904.76	494.50	11,711.93	14,339.85	2,627.92
56,136.96	11,113.11	5,620.10	130,530.96	148,651.53	18,120.57

CENTRAL ONTARIO AND TRENT SYSTEM

RESERVE FOR RENEWALS ACCOUNT, 31st OCTOBER, 1922

Total provision for Renewals to 31st October, 1921		$1,090,319.22
DEDUCT:		
Expenditures to 31st October, 1921		45,892.70
Balance brought forward 31st October, 1921		$1,044,426.52
Added during the year ending 31st October, 1922—		
By charges against Operations	$115,185.46	
Interest at 4% per annum on the monthly balances to the credit of the account	41,734.96	
		156,920.42
		$1,201,346 94
DEDUCT:		
Expenditures during the year ending 31st October, 1922		21,424.69
Balance carried forward 31st October, 1922		$1,179,922.25

CENTRAL ONTARIO

Statement Showing the Net Credit or Charge to each Municipality in Respect of thereon and Interest Added During the year, also the Net Amount Credited Year Ending 31st October, 1922, and the Accumulated Amount Standing

Municipality	Date commenced operating	Net Credit or Charge at 31st October, 1921		Adjustment of 1921 Power Cost		Cash receipts and payments on account of such Credits and Charges made during the year	
		Credit	Charge	Credit	Charge	Credited	Charged
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Bloomfield	Apr., 1919	.....	1,129.29	1.46	.....	.....	.....
Havelock	Feb., 1921	231.32	.....	.....	465.20	.....	231.32
Lakefield	Aug., 1920	.....	1,100.09	4.83	.....	.....	.....
Marmora	Jan., 1921	843.42	.....	.....	580.03	.....	843.42
Norwood	Feb., 1921	120.96	.....	.....	383.44	.....	120.96
Peterboro	Mar., 1916	.....	40,656.39	200.96	.....	.....	.....
Picton	Apr., 1919	5,984.37	.....	11.74	.....	.....	5,984.37
Wellington	April, 1919	.....	372.27	3.02	.....	372.27	.....
Whitby	Mar., 1916	.....	4,808.42	17.31	.....	.....	.....
		7,180.07	48,066.46	239.32	1,428.67	372.27	7,180.07
Oshawa Rural District							
Whitby Twp.							
East Whitby Twp	April, 1918	10,899.90					
Pickering Twp.							

CENTRAL ONTARIO

RURAL

Municipality	Capital Cost	Cost of Power	Operating Maintenance and Administration Expenses
Oshawa Rural District	$ c.	$ c.	$ c.
East Whitby Township	.....	.....	.....
Whitby Township	49,957.96	1,529.74	1,773.16
Pickering Township			

AND TRENT SYSTEM

Power Supplied to it to 31st October 1921, the Cash Receipts, Payments and Adjustments or Charged to each Municipality in respect of Power supplied in the as a Credit or Charge to each Municipality at 31st October, 1922.

Interest at 4% per annum added during the year		Net amount Credited or Charged in respect of power supplied in the year ending 31st, October, 1922		Accumulated amount standing as a Credit or Charge on 31st October, 1922	
Credited	Charged	Credited	Charged	Credit	Charge
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	45.11	316.80	.....	.....	856.14
.....	18.61	850.62	.....	366.81	.....
.....	43.81	573.01	.....	.....	566.06
.....	23.20	140.83	.....	.....	462.40
.....	15.34	369.60	.....	.....	29.18
.....	1,618.22	9,345.30	.....	.....	32,728.35
.47	.....	3,266.23	.....	3,278.44	.....
.12	.....	630.26	.....	633.40	.....
.....	191.65	2,627.92	.....	.....	2,354.84
.59	1,955.94	18,120.57	.....	4,278.65	36,996.97
	435.96	2,409.82			8,925.23

AND TRENT SYSTEM

LINES

Fixed Charges			Instalments paid on bonds issued by townships	Total Cost of Power Operating Expenses and Fixed Charges	Revenue from consumers	Amount remaining to be credited to the municipalities
Interest	Renewals	Sinking Fund				
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,869.58	995.48	568.70	560.53	8,297.19	10,707.01	2,409.82

THOROLD

Statement of Assets and

Assets	
Transmission and Distribution System, Contracts, Franchises and Goodwill....	$102,076.98
Due by Consumers in respect of power accounts.....	8,661.12
Hydro-Electric Power Commission of Ontario— Cash in the hands of the Commission belonging to this System.....	81,429.53
	$192,167.63

THOROLD

Operating Account for Year

Cost of Operation		
Power purchased.....		$23,291.15
Cost of operating and maintaining Transmission Lines and Stations, including the proportion of Administrative Expenses chargeable to this System....		1,463.73
Interest.....		4,110.08
Provision for Renewal of Lines and Stations.....		978.22
Provisions for Sinking Fund—		
For repayment of the purchase price of the System.....	$1,940.06	
Collected from the Municipality of Thorold as part of the cost of power delivered to it.....	290.12	
		2,230.18
		$32,073.36
Operating profit for year.....		20,790.14
		$52,863.50

Surplus

Appropriated for the purpose of providing additional Sinking Fund for repayment of the purchase price of the System.....	$20,790.14
	$20,790.14

SYSTEM

Liabilities, 31st October, 1922

Liabilities	
Hydro-Electric Power Commission of Ontario—	
Bonds issued to cover purchase price	$100,000.00
Balance due to the Municipality of Thorold in respect of amount paid by it to 31st October, 1922, in excess of the cost of power supplied to it as provided to be paid under its contract with the Commission	1,318.76
Sinking Fund Reserves—	
For repayment of the purchase price of the System	86,621.29
Collected from the Municipality of Thorold	290.12
Reserve for renewals	3,937.46
	$192,167.63

SYSTEM

Ending 31st October, 1922

Revenue for Period		
Power supplied to Municipality of Thorold at the interim rate of $22.25 per horsepower	$8,636.04	
Less: Rebate covering the 22 months ending 31st October, 1922, upon ascertainment of the actual cost of delivering power	1,318.76	
		$ 7,317.28
Power sold to private companies		41,814.97
Commissions (or royalties) received from the Ontario Power Company of Niagara Falls on power sold by it to power customers in Thorold District		3,731.25
		$52,863.50

Account

Operating profit for year	$20,790.14
	$20,790.14

ESSEX COUNTY

STATEMENT OF ASSETS AND

ASSETS		
Transmission Lines, Transformer Stations and Local Distribution Systems		$387,441.28
Furniture and Equipment:		
Office Furniture	$1,136.78	
Motor Trucks	680.00	
Tools	552.09	
		2,368.87
Materials and Supplies		13,846.74
Accounts Receivable:		
Consumers Accounts—Power and Light	$2,218.15	
Consumers Accounts—Sundry Supplies	1,014.15	
Land Sold—Secured by Mortgage	1,011.66	
	$4,243.96	
Less reserve for doubtful accounts	250.00	
		3,993.96
Operating Deficit:		
Balance forward 31st, October, 1921	$32,766.32	
Net profit for year ending 31st October, 1922	29,188.00	
Net Deficit		3,578.32
		$411,229.17

ESSEX COUNTY

OPERATING ACCOUNT FOR

COST OF OPERATION	
Power Purchased	$39,240.27
Cost of Operating and Maintaining Transmission Lines, Stations and Distribution Systems, including the proportion of Administrative Expenses chargeable to the operation of this System	28,924.11
Interest on Capital Investment	19,058.72
Provision for renewal of Lines, Stations and Distribution Systems	7,380.96
Provision for Sinking Fund	4,269.54
Total Cost of Operation	$98,873.60
Operating Profit for the year	29,188.00
	$128,061.60

SYSTEM

LIABILITIES, 31st OCTOBER, 1922

Liabilities		
Hydro-Electric Power Commission of Ontario:		
Bonds issued to cover purchase price	$226,000.00	
Cash Advances from the Province of Ontario	22,000.00	
Cash Advances from the General Funds of the Commission	93,960.09	
		$341,960.09
Consumers Deposits		1,103.50
Reserve for Sinking Fund		20,211.54
Reserve for Renewals		47,954.04
		$411,229.17

SYSTEM

YEAR ENDING 31st OCTOBER, 1922

Revenue for Period	
Sales of Power and Light	$125,577.18
Profit on Sales of Supplies	2,484.42
	$128,061.60

ONTARIO POWER COMPANY

The Ontario Power Company of Niagara Falls, including the Ontario Transmission Company, Limited, were purchased by the Commission under the authority of the Legislature (7 Geo. V., cap. 20), and with the express approval of the Hydro-Electric municipalities of the Niagara zone. The plant has been operated by the Commission since August 1st, 1917. The statements submitted herewith show the Balance Sheet as of October 31st, 1922, the Operating Report for the year ending on that date, and a digest of the Appropriation Account showing the distribution of the surplus earnings, and the net surplus transferred to the Balance Sheet.

The Operating Statement for the year ending October 31, 1922, shows a surplus of $549,892.27, after providing for all costs of operation, exchange, discount on bonds, bond and other interest charges, and an adequate yearly provision for renewal of the plant. This sum is augmented by the credit balance brought forward from 1921, the surplus arising from bond redemption during the year amounting to $4,044.41. Thus there is a surplus balance of $613,133.71, which has been appropriated to meet bond interest, exchange and the sinking fund requirements in respect to the Bonds issued by the Commission, leaving a net surplus of $89,792.93.

The first contract for energy, signed by the Hydro-Electric Power Commission of Ontario, was made in 1908 with the Ontario Power Company, then a private corporation operating under a Federal charter. The agreement was for the purchase of an ultimate maximum of 100,000 horsepower, at a rate ranging from $9.40 to $9.00 per horsepower per annum.

Within five years the full amount of energy contracted for was being taken, and more was urgently required to serve the needs of the associated municipalities of the Niagara System.

The Ontario Power Company was the only one of the three generating corporations which was not using its full allotment of water. There was talk of expropriating one of the plants as a war measure, but while that proposal was still being discussed, the Hydro-Electric Power Commission obtained by negotiation an option on the Ontario Power Company's property as a going concern. Authority to acquire the shares of a private electrical corporation was granted to the Commission by the Legislature, and the municipalities of the Niagara System gave their approval to the proposed purchase.

The agreement provided for the purchase by the Hydro-Electric Power Commission of the stock of the Ontario Power Company and its auxiliary, the Ontario Transmission Company, Limited, for the sum of $8,000,000 in forty-year, four per cent. Bonds of the Commission, guaranteed by the Province, and the assumption of the bonded indebtedness of the Corporation.

The purchase was made on August 1st, 1917. As soon as the property came into the hands of the Commission plans were made to increase its normal generating capacity by putting in a new conduit, and adding two generating units. The cost of this conduit, a wood-stave pipe line, and of the equipment which it was designed to serve, was $3,514,676.62.

The Operating Report shows a revenue for the year of $3,119,478.01, a little more than one-half of which was collected from the municipalities of the Niagara System for power supplied to them; that is to say, the private contracts of the plant provide a sufficient income to meet about 44 per cent. of the carrying charges—if the prices for power sold were equalized to municipal and private customers.

After providing for interest charges of $1,050,083.30, operating expenses of $194,856.24, taxes, water rentals and other items of current outlay, the revenue permitted the setting aside of $116,491.96 for the renewal of the plant, the provision of $191,239.20 for maintenance charges and of $682,928.97 for the purchase of additional power required. There was a surplus balance of $549,892.27 carried into Appropriation Account, as the statement shows.

THE ONTARIO POWER COMPANY OF NIAGARA FALLS AND

Balance Sheet

ASSETS

Plant, Real Estate, Transmission Lines, Distributing Stations and Rights, Franchises and Goodwill	$25,132,427.40	
Third Pipe Line to Power Plant, including additional Generating Equipment	3,514,676.62	
		$28,647,104.02
Discount on Bonds capitalized, less amounts written off, $757,689.95	933,695.96	
American Exchange on remittances to retire 1921 Bonds, less amounts written off, $24,236.93	333,920.77	
		1,267,616.73
Construction Equipment	6,389.36	
Maintenance Tools and Equipment	25,944.81	
Furniture and Fixtures	8,533.19	
Instruments	452.96	
Horses, Wagons and Sundry Equipment	1,198.54	
Materials	40,926.74	
		83,445.60
Accounts Receivable	333,110.42	
Cash in Bank—Current Account	198,973.16	
For payment of Outstanding Interest Coupons	51,295.00	
Sinking Fund on Deposit with Trustees	1,137.24	
Deposit with Supreme Court of Canada—since returned	169,425.24	
		753,941.06
J. J. Albright—Claims against		295,633.20
Insurance and Taxes prepaid		18,648.70
		$31,066,389.31

THE ONTARIO TRANSMISSION COMPANY, LIMITED

31st October, 1922

LIABILITIES

Capital Stock:			
Ontario Power Company of Niagara Falls, 100,000 shares of par value of $100 each		$10,000,000.00	
Ontario Transmission Company, Limited, 10,000 shares of par value of $100 each		1,000,000.00	
			$11,000,000.00
Bonds and Debentures:			
Ontario Power Company of Niagara Falls, First Mortgage 5% Gold Bonds, due 1st February, 1943, issued and outstanding		9,092,000.00	
(Pledged to the Bank of Montreal to secure advances to the Hydro-Electric Power Commission of Ontario, $1,400,000.)			
Ontario Transmission Company, Limited, First Mortgage 5% Gold Bonds, due 1st May, 1945		1,599,000.00	
Interest accrued to 31st October, 1922		153,625.00	
Interest Coupons due, not yet presented for payment		11,320.00	
			10,855,945.00
Hydro-Electric Power Commission of Ontario:			
Re Construction of Third Pipe Line		3,514,676.62	
Re 6% 1941 Bonds issued by the Commission for the purpose of retiring the 1921 issue of the Power Company	$3,200,000.00		
Accrued Interest thereon	67,856.16		
		3,267,856.16	
Accrued Interest on $8,000,000 Bonds issued by the Commission to cover the purchase price of the capital stock of the Power Company		80,000.00	
Current Account		297,912.15	
			7,160,444.93
Accounts Payable and Accrued Charges			23,227.60
Reserve set aside to cover claims made by the Queen Victoria Niagara Falls Park Commission for contingencies			527,684.30
Provision to cover accrued portion of Sinking Funds to 31st October, 1922, on:			
(a) Ontario Transmission Company 5% Bonds		10,248.11	
(b) 6% 1941 bonds issued by the Commission for the purpose of retiring the 1921 issue of the Power Company		11,309.59	
			21,557.70
Reserve for Renewal of Plant, Equipment and Transmission Lines			1,387,736.85
Surplus			89,792.93
			$31,066,389.31

THE ONTARIO POWER COMPANY OF NIAGARA FALLS AND

Combined Revenue and Expenditure Account

EXPENDITURE

Power Purchased		$682,928.97	
Water Power Rentals		122,505.54	
Taxes		95,109.56	
Maintenance Costs		191,239.20	
Operating Expenses		194,856.24	
Insurance Premiums		9,279.54	
Administration and Legal Expenses		60,750.46	
Depreciation on Furniture, Instruments, Construction Plant and Tools		46,340.97	1,403,010.48
Provision for Renewal of Plant and Equipment			116,491.96
Bond Interest:—			
On issues of the Companies	$539,794.45		
Exchange thereon	15,113.21		
On 6% 1941 issue of the Commission	192,000.00		
		746,907.66	
Proportion of Discount on Bonds:—			
On issues of the Companies	$38,420.04		
On 6% 1941 issue of the Commission	7,824.00		
		46,244.04	
Proportion of American Exchange on remittance to retire 1921 bonds		17,907.84	
Interest on Cash Advances re Third Pipe Line		196,743.86	
Other Interest		42,279.90	
			1,050,083.30
			$2,569,585.74
Operating Surplus carried to Appropriation Account			549,892.27
			$3,119,478.01

THE ONTARIO POWER COMPANY OF NIAGARA FALLS AND

Appropriation

Provision for Sinking Funds:		
On $8,000,000 bonds issued by the Commission to cover the purchase price of the capital stock of the Power Company	$100,000.00	
On 6% 1941 bonds to the amount of $3,200,000 issued by the Commission for the purpose of retiring the 1921 bonds of the Power Company	32,000.00	
On Cash Advances re construction of Third Pipe Line	63,264.36	
		195,264.36
Provision for Interest on $8,000,000 Bond issue of the Commission	$320,000.00	
American Exchange thereon	8,076.42	
		328,076.42
Surplus carried forward to Balance Sheet		89,792.93
		$613,133.71

THE ONTARIO TRANSMISSION COMPANY, LIMITED

For Year Ended 31st October, 1922

REVENUE

Power Sales—		
To Sundry Customers		$1,357,119.80
To Hydro-Electric Power Commission of Ontario for the purpose of—		
(a) The Niagara System	$1,619,811.49	
(b) St. Catharines and other Municipalities in that district	111,792.11	
(c) The Thorold System	20,905.67	
		1,752,509.27
		$3,109,629.07
Miscellaneous Revenue		9,848.94
		$3,119,478.01

THE ONTARIO TRANSMISSION COMPANY, LIMITED

Account

Surplus brought forward, 31st October, 1921		$ 59,197.03
Operating Surplus for year brought down		549,892.27
Profit on Bonds redeemed in the year:		
First Mortgage Bonds of the Power Company ($126,000.00)	$3,044.41	
First Mortgage Bonds of the Transmission Company ($31,000.00)	1,000.00	
		4,044.41
		$613,133.71

HYDRO-ELECTRIC POWER

Account with the Provincial Treasurer

October 31st, 1922:		
Cheque to cover interest for year ending October 31st, 1922		$5,863,233.86
November 1st, 1921, to October 31st, 1922:		
Provincial Expenditures		171,769.89
Balance brought forward from October 31st, 1921:		
Being balance of amount expended in connection with Radial Railway Surveys and Investigations in year ending October 31st, 1921, and carried by Commission pending advances from the Province out of appropriations as authorized by orders-in-council dated October 28th, 1921	$336,995.70	
Interest at 6.5 per cent on above for one year to October 31st, 1922	21,904.72	358,900.42
Balance carried down		118,024,532.23
		$124,418,436.40

COMMISSION OF ONTARIO

for the Year Ending 31st October, 1922

NOVEMBER 1ST, 1921:		
Balance brought down—		
General Account	$39,515,930.33	
Chippawa Development Account	53,040,674.52	
Central Ontario System Account	11,273,712.78	
		$103,830,317.63
NOVEMBER 1ST, 1921, TO OCTOBER 31ST, 1922:		
Sundry Cash Advances—		
General Account	$5,062,600.00	
Chippawa Development Account	8,237,871.00	
Central Ontario System Account	834,146.00	
Provincial Expense Account	230,000.00	
		14,364,617.00
OCTOBER 31ST, 1922:		
Interest on Balances from November 1st, 1921, to October 31st, 1922		6,151,716.36
Deferred Interest in respect to Nipigon System for year ending October 31st, 1921		71,785.41
		$124,418,436.40
NOVEMBER 1ST, 1922:		
Balance		$118,024,532.23

SECTION X

MUNICIPAL ACCOUNTS

The Municipal Accounts section of this report presents the results of the operation of the various Hydro systems from a municipal standpoint collectively and individually. Statements prepared from figures extracted from the books of all Hydro municipalities are submitted herein to show how each has operated during the past two years; also the financial status at the present time; as well as much useful statistical information, all so arranged as to permit of comparisons being made between various systems and between different municipalities in each system.

The books of account in all municipalities which have contracted with the Hydro-Electric Power Commission of Ontario for a supply of power are kept in accordance with the provisions set forth in the publication "Uniform Accounting for Municipal Electric Utilities," issued by the Commission. The Commission, by a system of periodical inspections and reports, keeps in close touch with the operating conditions of each local system.

During the year 1922, the Uniform Accounting system was installed in the following municipalities as each became ready for the service: Alvinston, Ford City, Port Perry, Riverside, St. Clair Beach, Tecumseh, Thedford and Uxbridge.

Periodical inspections were made of the books of all Hydro municipalities, and local officials have been assisted in the improvement of their office routine with a view to standardizing, as far as possible, the methods employed. In the majority of the smaller municipalities, much of the bookkeeping is performed by representatives of the Municipal Audit department, in order to insure the employment of proper classifications of revenue and expenditures, to save time in preparation of reports, to insure compliance with all the requirements of the Standard Accounting system, and to make certain that the accounts represent as truly as possible the actual operating results for the year.

The first financial statement in this preface presents consolidated operating reports for each year since Hydro was inaugurated and combines the results of all the systems. Study of this report will show that the revenue has been increasing to a most satisfactory degree. The annual surpluses, after providing all possible cost of operation, including an adequate depreciation charge, have increased until, in 1922, the combined annual surpluses amounted to $696,524.19.

The second statement presents consolidated balance-sheets for each year since 1912, and also shows clearly the march of progress. It is worth noting that the total plant value has increased from $10,081,469.16 in 1913 to $42,706,840.87 in 1922; and the total assets from $11,907,826.86 to $55,126,-834.09. The liabilities have not increased in the same proportion as the assets, rising from $10,468,351.79 to $35,196,388.35. The reason for this is that much of the cost of the increasing plant value has been financed out of Surplus and Reserve accounts without increasing the liabilities of the various systems. By this procedure the funds of the systems are used to best advantage. Examination of the results will also show that there is a steady decline in the percentage of net debt to total assets; being from 88.0 per cent in 1913 to 65.6 per cent in 1922. The equity in the Hydro-Electric Power Commission System auto-

matically acquired through the inclusion of sinking fund as part of the cost of power is not taken into account in arriving at these percentages.

Combined Balance Sheets: Following "Statement A" are presented balance-sheets combining the financial results of the two distinct divisions into which, so far as finances are concerned, the whole Hydro-Electric undertakings of the municipalities is divided. This matter is referred to at greater length on page 190 in the Introduction to Section IX, and information respecting the several columns of figures is given in statements immediately preceding these balance-sheets.

The seven statements, "A" to "G," following these two consolidated reports, show the results of operations and the financial status of each municipal system, and also give information respecting revenue, number of consumers and consumption; cost of power to municipalities; power and lighting rates charged to consumers, etc. Some of the figures are comparative for the past two years and others for all the years of operation. In the statements "A," "B," and "C," the figures are arranged in groups under each system and alphabetically for the municipalities in each system; in the statements, "D" to "G," all "Hydro" municipalities are arranged alphabetically.

"Statement A" shows comparative balance-sheets for each municipality for the past two years, with the plant value sub-divided into the general natural sub-divisions specified in the standard accounting system, and there are also shown the other items which make up the total assets. It is to be noted that among the assets there are items entitled "Equity in Hydro System." These items represent the amount of accumulated Sinking Fund paid by the various municipalities through the medium of "Power Cost" toward the ultimate retirement of the Hydro-Electric Power Commission's construction debt. The total accumulation to the end of 1922 is shown on the Consolidated Balance-sheet to be $1,543,434.12.

In each case the balance-sheet is complete and final, including either in "Accounts receivable" or "Accounts payable" the adjustments with this Commission of the differences between the estimated and the actual costs of power.

The actual liabilities of each local system are set out under their general sub-divisions,—debenture balance, accounts payable, bank overdraft, and other liabilities, this last account including local debentures issued by municipalities to finance ornamental street light systems as local improvements.

The reserves for depreciation, and the acquired equity in the Hydro-Electric Power Commission system, are also listed separately and totalled; and under the heading "Surplus" is included not only the free operating profit but the accumulation of sinking fund applicable to debenture debt and also the amount of debentures already retired out of revenue which properly belong under this heading.

The Depreciation Reserve now amounts to 23.6 per cent of the total depreciable plant, while the Depreciation Reserve and Surplus combined have already reached a sum approximating 43.6 per cent of the total plant cost.

"Statement B" is a consolidated condensed operating report, showing the essential figures of each municipal system's operation in such a manner as to facilitate a ready comparison of the various results. The population served by each system, as well as the number of customers and the load taken in December, 1922, are also shown in order to give an idea of the relative sizes of the respective utilities.

Of the 214 municipalities included in this report, a total of 24 failed to meet their actual cost of operation without regard to depreciation. A total of 42, including the above, failed to provide full theoretical depreciation in addition to all operating and maintenance expenses, but their relative unimportance is clearly disclosed by an examination of the reports. These 42 municipalities indicate a total theoretical loss of $135,004.40, while the remaining 172 municipalities piled up a surplus of $830,341.70, thus leaving a net surplus from all Hydro municipalities of $695,337.30 during the year.

"Statement C" shows comparative detailed operating reports for each utility for 1921 and 1922 where the operation has been for two years and for 1922 only where the service was inaugurated during that year. The cost of power includes the adjustment made by this Commission and hence covers the actual cost and not the cost at the interim billed rates.

"Statement D," in many respects, is the most interesting report in the series. It gives more information respecting the actual results of operation from the viewpoint of the consumer than is obtainable from the published reports of any other system of electric utilities regardless of where operated or whether publicly or privately owned.

This "Statement D" shows the revenue, kilowatt-hour consumption, number of consumers, average monthly consumption, average monthly bill and the net average cost per kilowatt-hour both for domestic and for commercial service in each municipality since "Hydro" was first installed. For comparative purposes the rates in effect prior to the installation of "Hydro" are also indicated. The average flat-rate cost of horsepower as billed to power customers since 1917 is also shown.

In many municipalities the average monthly bill has increased during the past two years. This is due to the steady increase in the use of better lighting, and the general installation of ranges, heaters and miscellaneous appliances. It is estimated that over 26,000 electric ranges are now in use and the number is increasing at a rate of over 1,000 per month. In practically all municipalities the cost per kilowatt-hour has been steadily declining, due to the constantly increasing use of electric appliances, the adoption of a uniform follow-up rate of 2 cents for domestic and farm service throughout the province, and the consequently large number of kilowatt-hours consumed at the lower rate.

"Statement E" shows the installation of street lights in each municipality together with the rates set by this Commission, the revenue for 1922 and the cost per capita in each municipality.

"Statement F" and **"Statement G"** present the local rates in use by each utility and also those charged by the Commission on the interim power bills.

The automatic reduction in the debenture debt, due to the annual principal or sinking fund payments being provided for out of revenue, and the remarkable accummulation of assets reflect the satisfactory financial condition of the Hydro utilities generally. The following tabular statements show in condensed form the relation of assets to liabilities in fifty municipalities. In the first eighteen municipalities the quick assets such as cash, bonds, accounts receivable and inventories exceed in value the total liabilities, including the debenture balance, and they may fairly be considered as being out of debt. In the remaining thirty-two municipalities the excess of liabilities over the quick assets is relatively so small that a number of them will be transferred to the "out-of-debt" list when the books are closed at the end of 1923.

Municipality.	Total assets.	Total liabilities.	Total quick assets.	Net balance liabilities over quick assets.	Excess of quick assets over all liabilities.
	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	37,938 37	5,775 83	5,941 14	.....	165 31
Baden	18,683 87	4,615 10	6,397 11	.....	1,782 01
Barrie	212,701 82	31,418 72	70,735 65	.....	39,316 93
Beachville	26,627 81	5,164 50	11,359 99	.....	6,195 49
Bothwell	16,968 99	5,889 39	7,311 73	.....	1,422 34
Collingwood	158,602 12	20,156 89	35,116 69	.....	14,959 80
Creemore	20,813 67	4,751 20	8,529 62	.....	3,778 42
Elmvale	19,067 20	5,674 78	5,817 70	.....	142 92
Georgetown	71,055 61	17,092 91	22,648 35	.....	5,555 44
New Toronto	104,822 26	18,300 61	20,140 97	.....	1,840 36
Norwich	43,503 17	12,144 68	14,108 68	.....	1,964 00
Ridgetown	53,561 15	15,073 44	20,975 90	.....	5,902 46
Rockwood	11,065 01	678 83	725 13	.....	46 30
St. George	14,401 64	5,245 12	7,125 17	.....	1,880 05
Tavistock	27,008 36	3,385 71	11,930 96	.....	6,545 25
Waterdown	24,045 58	4,573 69	6,693 80	.....	2,120 11
Waterford	22,891 92	242 76	3,817 00	.....	3,574 24
Zurich	12,293 04	5,233 45	5,254 58	.....	21 13
Ailsa Craig	18,158 50	6,448 66	5,854 93	593 73	.....
Brampton	150,665 11	53,101 99	39,147 08	13,954 91	.....
Coldwater	18,046 32	7,448 51	5,645 56	1,802 95	.....
Delaware	6,022 10	3,682 58	2,540 00	1,142 58	.....
Dorchester	10,897 30	3,773 06	2,158 38	1,614 68	.....
Dresden	31,880 86	11,055 81	5,081 69	5,974 12	.....
Dutton	18,020 19	7,606 32	4,832 08	2,774 24	.....
Granton	7,856 12	3,721 17	2,645 54	1,075 63	.....
Guelph	487,097 31	148,929 63	103,781 64	45,047 99	.....
Hagersville	29,162 55	6,426 62	4,316 58	2,110 04	.....
Ingersoll	196,139 68	87,262 02	56,767 18	30,494 84	.....
Lucan	26,469 44	8,761 29	8,634 73	126 56	.....
Midland	217,973 44	81,253 83	42,160 39	39,093 44	.....
Milton	60,103 10	16,185 15	14,236 97	1,948 18	.....
Mitchell	63,514 01	6,928 15	6,277 83	650 32	.....
Mt. Brydges	8,828 73	3,653 53	3,197 79	455 74	.....
Otterville	10,568 81	3,523 65	3,374 53	194 12	.....
Palmerston	46,945 15	13,848 63	13,828 74	19 89	.....
Paris	148,613 63	45,371 36	24,994 40	20,376 96	.....
Penetang	104,684 92	33,644 03	23,760 96	9,883 07	.....
Port Credit	25,293 34	7,089 03	5,279 01	1,810 02	.....
Rodney	16,311 95	7,691 76	3,985 58	3,706 18	.....
St. Jacobs	11,334 24	5,173 51	4,276 56	896 95	.....
St. Thomas	433,918 37	114,578 32	72,069 29	42,509 03	.....
Seaforth	81,229 34	27,059 86	23,254 42	3,805 44	.....
Stayner	27,563 20	10,240 83	6,084 68	4,156 15	.....
Strathroy	95,293 23	34,963 01	17,979 18	16,983 83	.....
Victoria Harbor	12,592 20	4,958 96	3,592 50	1,366 46	.....
Wallaceburg	140,077 88	68,060 64	42,831 75	25,228 89	.....
Waubaushene	7,293 39	2,701 36	2,303 20	398 16	.....
West Lorne	20,692 15	7,294 15	7,096 46	197 69	.....
Woodbridge	23,505 30	8,369 12	7,196 53	1,172 69	.....

A study of these various reports will clearly show that Hydro business in general and that of Hydro municipalities in particular are in a most satisfactory financial condition. There is no criticism of the working out of the economic policies of the Hydro-Electric Power Commission of Ontario which cannot intelligently and satisfactorily be met with direct appeal to the official figures in the balance sheets and operating reports herein presented.

CONSOLIDATED

YEAR	1912	1913	1914	1915
Number of municipalities included	28	45	69	99
EARNINGS	$ c.	$ c.	$ c.	$ c.
Domestic light		572,154.38	789,130.81	944,271.08
Commercial light		525,438.16	673,803.92	720,209.26
Commercial power		905,378.17	1,214,829.31	1,501,797.78
Municipal power				
Street light		560,925.56	698,409.71	835,970.87
Rural				
Miscellaneous		53,543.24	57,482.41	68,046.29
Total Earnings	1,617,674.00	2,617,439.51	3,433,656.16	4,070,295.28
EXPENSES				
Power purchased		789,632.87	1,045,752.65	1,485,614.72
Substation operation		78,394.81	97,658.90	107,607.31
Substation maintenance		18,698.46	31,790.99	25,935.56
Distribution system operation and maintenance		104,114.51	130,998.65	154,409.71
Line transformer maintenance		8,547.61	11,764.32	11,508.92
Meter maintenance		5,222.19	9,536.07	12,899.14
Consumers' premises expenses		53,108.38	65,192.23	47,494.26
Street light operation and maintenance		84,903.76	113,047.80	136,983.38
Promotion of business		72,303.51	86,683.02	74,402.55
Billing and collecting		77,351.76	103,560.71	131,541.27
General office, salaries and expenses		154,932.69	230,899.75	236,777.86
Undistributed expense		65,423.64	89,350.91	129,209.15
Interest		528,549.21	662,092.34	817,978.89
Sinking fund and principal payments on debentures		*	*	*
Total expenses	1,377,168.00	2,041,183.40	2,678,328.34	3,371,414.00
Surplus	240,506.00	576,256.11	755,327.82	698,881.28
Depreciation charge	124,992.47	262,675.24	357,883.31	414,506.99
Surplus less depreciation	115,513.53	313,580.87	397,444.51	284,374.29

*Debenture payments included in "Interest."

OPERATING REPORT

1916	1917	1918	1919	1920	1921	1922
128	143	166	181	186	205	214
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,172,878.96	1,417,460.31	1,632,272.12	1,991,632.31	2,546,345.30	3,149,080.03	3,786,608.23
812,130.78	899,023.72	968,399.42	1,175,143.56	1,512,854.63	1,851,501.76	2,158,306.34
1,921,152.31	2,665,280.65	3,417,248.37	3,443,107.13	3,752,188.22	3,895,437.46	4,383,912.97
.....	.....	.....	.....	532,279.09	654,531.01	973,263.38
930,057.48	967,495.10	902,875.55	988,900.95	1,005,535.11	1,060,357.77	1,160,446.81
.....	.....	.....	.....	168,919.95	145,566.57	105,877.09
147,381.50	120,805.39	161,243.70	228,270.65	189,778.63	225,467.70	187,689.39
4,983,601.03	6,070,065.17	7,082,039.16	7,827,054.60	9,707,900.93	10981942.30	12,756,104.21
1,959,446.83	2,563,880.17	2,807,769.33	3,284,490.68	4,216,667.87	4,876,650.31	6,636,853.37
153,761.08	203,091.20	238,257.34	217,638.89	285,407.35	314,838.35	315,443.70
46,131.53	42,129.04	60,805.92	81,853.63	102,050.81	104,798.01	100,763.67
154,247.17	169,326.24	223,347.81	286,310.76	344,551.57	487,918.33	519,252.16
14,528.17	25,328.95	30,488.83	42,509.12	46,323.09	65,088.46	52,932.26
24,218.48	44,461.55	63,155.56	78,726.64	123,701.18	116,722.97	107,806.88
52,602.01	61,765.14	65,149.59	84,301.24	116,283.52	134,854.92	143,388.88
145,471.50	157,857.73	196,157.18	215,963.86	236,930.79	297,481.52	297,363.86
79,324.85	73,516.37	64,962.78	77,789.22	78,294.85	101,804.46	129,932.63
154,508.58	188,083.84	208,660.76	236,504.75	295,942.88	321,685.71	338,153.50
306,709.35	349,932.05	421,680.15	452,131.22	559,695.29	656,268.11	605,852.50
97,333.97	102,938.80	117,474.07	190,690.09	256,400.33	308,874.42	385,895.03
951,781.99	1,085,180.80	1,238,425.53	1,285,571.51	1,431,807.16	998,611.47	1,074,657.44
*	*	*	*	*	532,183.96	635,469.90
4,140,065.51	5,077,491.08	5,736,334.85	6,531,481.61	8,094,056.69	9,317,781.00	11,343,765.78
843,535.52	992,574.09	1,345,704.31	1,295,572.99	1,613,844.24	1,664,161.30	1,412,338.43
486,141.80	607,296.29	718,162.30	814,219.37	902,028.75	1,044,434.85	715,814.24
357,393.72	385,367.80	627,542.01	481,353.62	711,815.49	619,726.45	696,524.19

CONSOLIDATED

YEAR	1913	1914	1915	1916
Number of municipalities included	45	69	99	128
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	626,707.34	791,732.20	873,838.18	1,335,936.33
Substation equipment	1,090,875.69	1,476,087.84	1,582,062.56	1,934,626.12
Distribution system—overhead	2,690,834.74	3,422,763.93	4,234,626.05	4,832,353.27
Distribution system—underground	644,514.24	807,153.53	928,420.77	1,095,709.62
Line transformers	615,546.20	787,613.52	981,754.70	1,179,132.07
Meters	840,606.64	1,172,475.11	1,418,165.08	1,711,299.49
Street lighting equipment—regular	900,614.80	1,071,255.37	1,309,628.49	1,251,057.13
Street light equip.—ornamental	62,765.34	270,386.55	197,644.82	306,388.95
Miscellaneous constr. expenses	866,551.89	2,062,035.90	1,701,182.66	2,059,263.42
Steam or hydraulic plant	1,401,175.28	420,108.33	461,651.60	864,500.01
Old plant	341,277.00	619,513.12	1,184,372.86	759,748.66
Total plant	10,081,469.16	12,901,125.40	14,873,347.77	17,330,015.07
Bank and cash balance	450,887.97	422,350.12	284,653.96	1,061,029.90
Securities and investments	.....	.....	.....	.....
Accounts receivable	344,487.95	561,873.08	602,920.69	695,152.23
Inventories	540,274.58	615,226.76	726,556.76	764,504.59
Sinking fund on local debentures	431,747.27	625,217.03	868,983.78	1,166,017.73
Equity in Hydro system	.....	.....	.....	.....
Other assets	58,959.93	123,410.97	326,801.11	342,215.87
Total assets	11,907,826.86	15,249,203.36	17,683,264.07	21,358,935.39
LIABILITIES				
Debenture balance	8,711,308.37	10,678,078.36	11,831,811.03	15,058,641.57
Accounts payable	1,553,711.45	1,682,150.29	2,040,038.01	969,187.75
Bank overdraft	160,919.16	228,622.50	292,106.44	178,413.26
Other liabilities	42,412.81	113,838.66	37,388.31	491,874.90
Total liabilities	10,468,351.79	12,702,689.81	14,201,343.79	16,698,117.48
RESERVES				
For depreciation	478,145.88	850,618.07	1,337,739.73	1,843,804.68
For equity in H.E.P.C. system	.....	.....	.....	.....
Total reserves	478,145.88	850,618.07	1,337,739.73	1,843,804.68
SURPLUS				
Debentures paid	202,751.26	320,129.10	394,466.22	549,778.59
Local sinking fund	431,747.27	625,217.03	868,983.78	1,165,785.94
Additional operating surplus	326,830.66	750,549.35	880,730.55	1,101,448.70
Total surplus	961,329.19	1,695,895.48	2,144,180.55	2,817,013.23
Total liabilities, reserves and surplus	11,907,826.86	15,249,203.36	17,683,264.07	21,358,935.39
Percentage of net debt to total assets	88	83.3	80.3	78.4

BALANCE SHEET

1917	1918	1919	1920	1921	1922
143	166	191	195	215	226
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,546,241.41	1,859,888.69	1,995,545.83	2,175,568.24	3,230,985.63	3,334,522.68
2,471,293.82	2,820,448.70	2,915,125.56	3,231,050.80	5,403,689.90	5,046,857.98
6,080,073.42	6,627,237.39	7,445,820.31	8,579,881.49	8,397,361.48	11,165,330.24
1,157,059.90	1,216,288.59	1,206,296.88	1,313,369.29	1,401,135.97	1,598,053.02
1,483,839.44	1,772,691.35	2,073,113.45	2,560,581.59	3,077,649.83	3,618,684.73
1,999,095.48	2,238,143.70	2,587,566.32	3,053,135.20	3,552,076.79	4,033,689.52
1,237,734.69	1,200,625.65	1,206,638.71	1,269,006.98	1,335,997.13	1,419,016.05
361,975.74	531,502.61	546,497.68	557,678.13	610,586.70	666,084.50
2,184,015.84	2,395,096.50	2,530,101.08	2,697,636.12	3,030,134.16	3,261,495.74
896,753.20	214,575.75	986,200.57	757,194.47	704,848.46	565,158.54
649,852.51	1,476,413.00	805,959.89	864,298.39	912,388.55	7,997,947.87
20,077,935.45	22,352,951.93	24,298,866.28	27,059,400.70	31,656,854.60	42,706,840.87
340,026.50	391,194.91	462,437.23	943,858.12	900,842.34	1,164,336.24
.....	.....	627,076.53	341,855.88	556,608.53	443,938.18
1,285,097.33	1,124,018.44	1,921,166.69	2,022,538.88	2,148,287.05	3,874,317.14
1,261,398.36	972,996.96	1,032,569.75	1,400,671.89	1,504,596.28	1,738,795.96
1,337,578.96	1,663,298.05	1,925,455.77	2,244,004.34	2,541,718.35	3,416,231.45
.....	.....	369,071.89	577,584.06	795,570.51	1,543,434.12
125,240.05	444,787.63	86,216.05	25,447.07	78,929.84	238,940.13
24,427,276.65	26,949,247.92	30,722,860 19	34,615,360.94	40,111,979 23	55,126,834 09
15,593,773.61	17,209,217.70	18,133,462.44	19,268,072.04	21,619,220.99	30,454,186.12
1,537,669.11	1,007,727.79	1,420,926.66	1,840,137.54	1,887,567.93	3,699,292.52
886,177.94	576,816.49	403,235.57	514,671.99	989,099.98	456,706.69
429,104.20	350,013.21	670,271.90	642,293.65	938,368.84	586,203.02
18,446,724.86	19,143,775.19	20,627,896.57	22,265,175.22	25,434,257.74	35,196,388.35
2,463,723.83	3,133,550.17	3,750,162.28	4,788,645.03	5,491,858.93	6,512,813.92
.....	.....	373,871.89	577,584.06	800,249.05	1,543,434.12
2,463,723.83	3,133,550.17	4,124,034.17	5,366,229.09	6,292,107.98	8,056,248.04
694,797.90	920,076.56	1,328,657.68	1,440,157.52	1,860,079.53	3,104,591.15
1,340,615.38	1,662,602.69	1,754,020.37	2,246,474.47	2,541,718.35	3,416,231.45
1,481,414.68	2,089,243.31	2,888,251.40	3,297,325.64	3,983,815.63	5,353,375.10
3,516,827.96	4,671,922.56	5,970,929.45	6,983,956.63	8,385,613.51	11,874,197.70
24,427,276.65	26,949,247.92	30,722,860.19	34,615,360.94	40,111,979.23	55,126,834.09
75.5	71.0	67.9	65.4	64.7	65.6

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM

Municipality	Acton		Ailsa Craig		Alvinston
Population	1,742		547		659
	1921	1922	1921	1922	1922
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	1,500.00	1,545.45			
Substation equipment	597.62	597.62			
Distribution system, overhead	9,917.78	10,674.47	6,559.22	6,559.22	13,103.30
Distribution system, underground					
Line transformers	3,648.03	5,215.98	2,020.97	2,020.97	3,186.71
Meters	4,113.28	5,006.60	1,688.01	1,699.09	2,788.73
Street light equipment, regular	1,041.02	1,071.18	362.97	362.97	1,052.29
Street light equip., ornamental					
Misc. construction expense	1,512.29	1,360.89	492.36	492.36	890.68
Steam or hydraulic plant					
Old plant	3,481.50	3,481.50			1,185.00
Total plant	25,811.52	28,953.69	11,123.53	11,134.61	22,206.71
Bank and cash balance	1,234.84	922.18	1,326.40	3,640.85	1,878.61
Securities and investments	3,000.00	2,000.00	2,000.00	2,000.00	
Accounts receivable	1,017.85	1,281.67	622.18	214.08	
Inventories	955.10	1,737.29			18.83
Sinking fund on local debentures					
Equity in Hydro systems	1,822.04	3,043.54	322.53	1,168.96	26.58
Other assets					
Total assets	33,841.35	37,938.37	15,394.64	18,158.50	24,130.73
Deficit					262.99
Total	33,841.35	37,938.37	15,394.64	18,158.50	24,393.72
LIABILITIES					
Debenture balance	6,027.21	5,646.50	6,458.14	6,302.26	1,875.57
Accounts payable	82.00	129.33	331.45	146.40	22,237.90
Bank overdraft					
Other liabilities					
Total liabilities	6,109.21	5,775.83	6,789.59	6,448.66	24,113.47
RESERVES					
For depreciation	5,339.84	5,892.34	2,094.00	2,314.00	
For equity in H.E.P.C. system	1,822.04	3,043.54	322.53	1,168.96	26.58
Total reserves	7,161.88	8,935.88	2,416.53	3,482.96	26.58
SURPLUS					
Debentures paid	8,472.79	8,853.50	424.50	580.38	253.67
Local sinking fund					
Additional operating surplus	12,097.47	14,373.16	5,764.02	7,646.50	
Total surplus	20,570.26	23,226.66	6,188.52	8,226.88	253.67
Total liabilities, reserves & surplus	33,841.35	37,938.37	15,394.64	18,158.50	24,393.72
Per cent of net debt to total assets	18.0	16.6	44.1	38.0	100.0

"A"

of Hydro Municipalities as at December 31, 1922

Ancaster Township		Aylmer 2,251		Ayr 817		Baden Police Village	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	125.00	125.00	660.64	660.64
14,679.75	15,333.76	15,080.80	15,803.88	6,533.25	6,770.51	4,495.58	4,517.59
.....	.....	.....	.....	.....	.....	.....	.....
3,630.52	4,238.77	3,976.48	4,535.16	1,428.39	1,428.39	1,815.52	1,815.52
5,388.68	6,003.06	5,720.13	6,402.89	1,585.59	1,995.56	1,290.53	1,691.88
626.81	626.81	1,124.55	1,124.55	360.27	360.27	370.02	370.02
.....	.....	.....	.....	.....	.....	.....	.....
1,147.70	1,147.70	1,051.86	1,051.86	785.49	785.49	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	14,719.17	14,719.17	4,006.03	4,005.53	.....	.....
25,473.46	27,350.10	41,672.99	43,637.51	14,824.02	15,470.75	8,632.25	9,055.65
.....	.....	2,286.73	615.29	160.88	886 07	2,888.77	6,315.96
.....	.....	6,000.00	9,000.00	1,000.00	1,000.00	.....	.....
346.69	90.03	301.42	1,856.67	1,486.21	1,520.03	2,818.80	53.55
.....	.....	19.40	82.40	100.11	107.95	77.25	27.60
.....	.....	.....	.....	.....	.....	.....	.....
849.44	976.28	.....	517.59	458.30	909.01	1,945.89	3,231.11
.....	.....	.....	.....	.....	.....	.....	.....
26,669.59	28,416.41	50,280.54	55,709.46	18,029.52	19,893.81	16,362.96	18,683.87
.....	.....	.....	.....	.....	.....	.....	.....
26,669.59	28,416.41	50,280.54	55,709.46	18,029.52	19,893.81	16,362.96	18,683.87
16,557.04	16,315.43	31,848.92	31,138.55	8,118.50	7,442.03	4,053.42	3,930.83
85.00	455.46	136.72	90.76	.....	10.06	.....	684.27
2,122.30	1,043.81	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
18,764.34	17,814.70	31,985.64	31,229.31	8,118.50	7,452.09	4,053.42	4,615.10
2,221.00	2,918.00	2,891.38	3,545.38	2,935.00	3,262.00	2,112.52	2,373.52
849.44	976.28	.....	517.59	458.30	909.01	1,945.89	3,231.11
3,070.44	3,894.28	2,891.38	4,062.97	3,393.30	4,171.01	4,058.41	5,604.63
442.96	684.57	6,853.00	7,563.37	4,384.88	5,061.35	946.58	1,069.17
.....	.....	.....	.....	.....	.....	.....	.....
4,391.85	6,022.86	8,550.52	12,853.81	2,132.84	3,209.36	7,304.55	7,394.97
4,834.81	6,707.43	15,403.52	20,417.18	6,517.72	8,270.71	8,251.13	8,464.14
26,669.59	28,416.41	50,280.54	55,709.46	18,029.52	19,893.81	16,362.96	18,683.87
70.3	65.0	63.4	56.5	45.0	39.2	24.8	29.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Barton Township		Beachville, Police Vil.		Belle River
Population					580
	1921	1922	1921	1922	1922
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			161.03	176.13	
Substation equipment					
Distribution system, overhead		42,639.98	7,061.22	7,256.07	8,123.23
Distribution system, underground					
Line transformers		5,962.69	1,714.74	1,714.74	1,853.20
Meters		11,513.41	1,559.10	1,781.26	1,058.01
Street light equipment, regular		212.01	287.10	355.87	631.92
Street light equip., ornamental					
Misc. construction expense		2,545.60	533.36	533.36	517.05
Steam or hydraulic plant					
Old plant					
Total plant	37,984.07	62,873.69	11,316.55	11,817.43	12,183.41
Bank and cash balance	3,472.87	2,275.21	2,252.27	1,743.66	
Securities and investments	18,000.00	7,000.00	9,000.00	9,000.00	
Accounts receivable	1,821.63		129.86	525.27	1,811.59
Inventories			146.57	91.06	
Sinking fund on local debentures					
Equity in Hydro systems			2,057.29	3,450.39	
Other assets					5.00
Total assets	61,278.57	72,148.90	24,902.54	26,627.81	14,000.00
Deficit		4,139.07			
Total	61,278.57	76,287.97	24,902.54	26,627.81	14,000.00
LIABILITIES					
Debenture balance	50,002.91	48,150.70	4,363.83	4,233.43	9,000 00
Accounts payable	7,493.37	20,381.31	885.77	931.07	
Bank overdraft					
Other liabilities					
Total liabilities	57,496.28	68,532.01	5,249.60	5,164.50	9,000.00
RESERVES					
For depreciation		2,484.00	3,740.00	4,019.50	5,000.00
For equity in H.E.P.C. system			2,057.29	3,450.39	
Total reserves		2,484.00	5,797.29	7,469.89	5,000.00
SURPLUS					
Debentures paid	1,202.79	5,271.96	989.17	1,119.57	
Local sinking fund					
Additional operating surplus	2,579.50		12,866.48	12,873.85	
Total surplus	3,782.29	5,271.96	13,855.65	13,993.42	
Total liabilities, reserves & surplus	61,278.57	76,287.97	24,902.54	26,627.81	14,000.00
Per cent of net debt to total assets.	93.8	94.9	21.0	22.2	64.2

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Blenheim		Bolton		Bothwell		Brampton	
1,580		658		613		4,407	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	.....	3,854.06	3,854.06
909.64	909.64	.....	.....	.....	.....	8,968.83	8,968.83
13,916.57	14,348.17	9,357.30	9,474.99	3,497.71	3,692.12	37,141.76	38,397.13
.....	.....	.....	.....	.....	.....	.....	.....
5,322.33	5,438.02	5,816.65	5,816.65	1,269.52	1,299.02	13,395.45	14,682.67
4,751.15	5,290.29	2,493.64	2,641.54	1,923.55	2,146.58	13,573.50	14,841.43
1,122.43	1,171.87	561.14	561.14	326.10	332.95	2,106.16	2,167.44
1,492.13	1,492.13	.....	.....	.....	.....	.....	.....
602.17	602.17	982.60	982.60	501.90	501.90	3,056.51	3,056.51
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,554.60	1,554.60	.....	.....	15,000.00	15,000.00
28,116.42	29,252.29	20,765.93	21,031.52	7,518.78	7,972.57	97,096.27	100,968.07
.....	.....	.....	.....	455.13	2,597.12	973.15	6,498.84
.....	.....	.....	.....	2,000.00	2,000.00	33,276.00	31,985.26
513.20	1,320.49	233.50	163.58	753.93	1,657.60	1,152.97	246.64
217.84	88.00	.....	.....	47.35	.....	310.30	416.34
.....	.....	.....	.....	.....	.....	.....	.....
677.84	1,777.10	931.08	1,761.92	3,014.90	1,684.69	6,425.03	10,549.96
.....	.....	.....	.....	1,584.61	1,057.01	.....	.....
29,525.30	32,437.88	21,930.51	22,957.02	15,374.70	16,968.99	139,233.73	150,665.11
.....	.....	2,369.47	2,527.25	.....	.....	.....	.....
29,525.30	32,437.88	24,299.98	25,484.27	15,374.70	16,968.99	139,233.72	150,665.11
12,764.78	12,513.58	10,962.24	10,654.47	4,558.84	4,469.13	50,251.94	47,736.29
.....	2,000.00	2,795.98	3,943.64	.....	363.25	1,754.81	5,365.70
3,584.65	660.72	4,006.62	2,658.41	.....	.....	.....	.....
1,482.97	1,482.97	.....	.....	1,584.61	1,057.01	.....	.....
17,832.40	16,657.27	17,764.84	17,256.52	6,143.45	5,889.39	52,006.75	53,101.99
4,867.00	5,132.70	4,066.30	4,620.30	2,160.34	2,248.29	30,826.97	32,058.97
677.84	1,777.10	931.08	1,761.92	3,014.90	1,684.69	6,425.03	10,549.96
5,544.84	6,909.80	4,997.38	6,382.22	5,175.24	3,932.98	37,252.00	42,608.93
1,235.22	1,486.42	1,537.76	1,845.53	975.35	1,065.06	18,798.70	21,314.35
.....	.....	.....	.....	.....	.....	.....	.....
4,912.84	7,384.39	.....	.....	3,080.66	6,081.56	31,176.27	33,639.84
6,148.06	8,870.81	1,537.76	1,845.53	4,056.01	7,146.62	49,974.97	54,954.19
29,525.30	32,437.88	24,299.98	25,484.27	15,374.70	16,968.99	139,233.72	150,665.11
60.3	54.3	73.0	81.4	39.7	38.6	37.3	37.9

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Brantford		Brantford Township		Brigden
Population	31,362				
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	33,810.81	36,029.62			101.03
Substation equipment	93,903.12	107,829.95	902.33	1,297.71	
Distribution system, overhead	156,667.59	170,410.18	30,147.88	36,453.17	5,400.55
Distribution system, underground					
Line transformers	63,445.60	75,093.73	8,031.08	10,057.35	1,122.63
Meters	69,334.32	76,994.06	6,083.50	6,776.02	1,360.69
Street light equipment, regular	20,169.87	21,896.53	1,555.34	1,977.76	223.35
Street light equip., ornamental	34,014.54	34,014.54			
Misc. construction expense	28,204.78	29,078.59	2,973.27	3,435.61	850.83
Steam or hydraulic plant					
Old plant					1,381.00
Total plant	499,550.63	551,347.20	49,693.40	59,997.62	10,440.08
Bank and cash balance	3,359.24	7,971.72	3,014.86	2,393.40	1,347.58
Securities and investments					
Accounts receivable	6,870.38	10,004.04	1,552.25	1,634.81	791.11
Inventories	825.49	943.45	167.48	248.78	34.29
Sinking fund on local debentures	60,840.28	70,494.89	360.36	580.99	
Equity in Hydro systems	5,674.15	21,906.91			
Other assets					
Total assets	577,120.18	662,668.21	54,788.35	64,855.60	12,613.06
Deficit			1,313.00	1,555.53	
Total	577,120.18	662,668.21	56,101.35	66,411.13	12,613.06
LIABILITIES					
Debenture balance	377,500.00	398,750.00	45,006.34	51,194.25	4,339.33
Accounts payable	15,620.68	6,850.93	1,290.71	2,429.69	2,552.56
Bank overdraft					
Other liabilities	2,333.00	40,675.50			
Total liabilities	395,453.68	446,276.43	46,297.05	53,623.94	6,891.89
RESERVES					
For depreciation	68,152.90	78,209.68	5,243.96	6,274.79	982.00
For equity in H.E.P.C. system	5,674.15	21,906.91			
Total reserves	73,827.05	100,116.59	5,243.96	6,274.79	982.00
SURPLUS					
Debentures paid		6,250.00	4,199.98	5,931.41	3,660.67
Local sinking fund	60,840.28	70,494.89	360.36	580.99	
Additional operating surplus	46,999.17	39,530.30			1,078.50
Total surplus	107,839.45	116,275.19	4,560.34	6,512.40	4,739.17
Total liabilities, reserves & surplus	577,120.18	662,668.21	56,101.35	66,411.13	12,613.06
Per cent of net debt to total assets	68.5	75.4	82.5	82.6	54.0

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Police Village	Burford Police Village		Burgessville Police Vil.		Caledonia	
					1,335	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
101.03	202.00	202.00				
5,448.50	4,921.25	5,424.76	2,179.73	2,191.96	7,125.68	7,554.03
1,122.63	1,137.08	1,176.96	567.81	567.81	1,304.57	1,304.57
1,446.50	1,710.03	2,090.81	569.66	606.14	1,783.48	2,063.21
223.35	282.02	282.02	156.07	156.07	605.89	662.35
850.83	671.00	671.00	453.00	453.00	473.20	473.20
1,381.00						
10,573.84	8,923.38	9,847.55	3,926.27	3,974.98	11,292.82	12,057.36
683 66	70 39	580 58	417 98	1,171.28	1,337.27	171.73
						1,000.00
942.73	220.00	999.42	865.60			108.69
	29.77			8.75		
203.42	283.82	709.09		137.37	569.67	866.07
			32.52			
12,403.65	9,527.36	12,136.64	5,242.37	5,292.38	13,199.76	14,203.85
	276.17					
12,403.65	9,803.53	12,136.64	5,242.37	5,292.38	13,199.76	14,203.85
3,712.67	3,768.83	3,575.84	2,835.67	2,700.62	3,916.58	3,789.86
1,832.27	2,897.29	2,613.68		229.61	35.88	.70
	4.42					
5,544.94	6,670.54	6,189.52	2,835.67	2,930.23	3,952.46	3,790.56
1,185.00	1,618.00	1,856.00	801.00	891.30	2,666.76	2,904.76
203.42	283.82	709.09		137.37	569.67	866.07
1,388.42	1,901.82	2,565.09	801.00	1,028.67	3,236.43	3,770.83
4,287.33	1,231.17	1,424.16	664.33	799.38	707.42	834.14
1,182.96		1,957.87	941.37	534.10	5,303.45	5,808.32
5,470.29	1,231.17	3,382.03	1,605.70	1,333.48	6,010.87	6,642.46
12,403.65	9,803.53	12,136.64	5,242.37	5,292.38	13,199.76	14,203.85
45.5	68.0	54.1	54.0	56.9	29.9	28.4

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Chatham		Chippawa		Clinton
Population	15,084		1,029		1,941
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	39,013.28	39,351.72	.....	.....	.....
Substation equipment	46,123.86	51,254.64	.....	.....	7,738.47
Distribution system, overhead	95,734.86	104,296.57	11,755.22	12,173.03	14,364.10
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	49,826.94	58,781.42	1,819.08	2,270.32	3,503.27
Meters	50,361.08	54,022.80	1,671.65	1,981.90	4,838.85
Street light equipment, regular	7,853.65	7,853.65	509.78	518.78	907.82
Street light equip., ornamental	26,907.19	26,907.19	.....	.....	.....
Misc. construction expense	23,420.52	30,390.39	794.52	794.52	3,312.45
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	22,940.00	27,328.85	.....	.....	10,784.59
Total plant	362,181.38	400,187.23	16,550.25	17,738.55	45,449.55
Bank and cash balance	50.00	50.00	86.86	169.96	3,707.94
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	47,286.72	47,807.30	821.19	946.06	578.81
Inventories	28,140.01	27,188.36	.....	.....	2,554.72
Sinking fund on local debentures	.....	.....	.....	.....	7,419.74
Equity in Hydro systems	3,125.62	13,292.48	.....	240.71	1,213.75
Other assets	.....	.....	.....	.....	.....
Total assets	440,783.73	488,525.37	17,458.30	19,095.28	60,924.51
Deficit	.....	.....	.....	.....	.....
Total	440,783.73	488,525.37	17,458.30	19,095.28	60,924.51
LIABILITIES					
Debenture balance	296,854.25	273,966.34	12,917.12	12,543.09	40,500.00
Accounts payable	22,377.56	49,083.57	1,571.29	617.67	.....
Bank overdraft	22,229.38	30,295.46	.....	.....	.....
Other liabilities	.....	1,986.00	.....	157.28	.....
Total liabilities	341,461.19	355,331.37	14,488.41	13,318.04	40,500.00
RESERVES					
For depreciation	36,940.00	44,267.00	941.76	1,123.66	8,116.00
For equity in H.E.P.C. system	3,125.62	13,292.48	.....	240.71	1,213.75
Total reserves	40,065.62	57,559.48	941.76	1,364.37	9,329.75
SURPLUS					
Debentures paid	18,121.65	22,668.87	432.88	806.91	.....
Local sinking fund	.....	.....	.....	.....	7,419.74
Additional operating surplus	41,135.27	52,965.65	1,595.25	3,605.96	3,675.02
Total surplus	59,256.92	75,634.52	2,028.13	4,412.87	11,094.76
Total liabilities, reserves & surplus	440,783.73	488,525.37	17,458.30	19,095.28	60,924.51
Per cent of net debt to total assets	77.4	74.8	83.0	70.6	66.4

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Clinton	Comber Police Village		Dashwood Police Village		Delaware Police Village	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	.....	.....
7,544.43	.....	.....	.....	.....	.....	.....
15,196.21	4,398.98	4,642.29	1,828.02	1,828.02	2,177.09	2,206.59
.....	.....	.....	.....	.....	.....	.....
4,900.12	2,395.14	2,542.72	953.68	953.68	216.75	216.75
5,317.45	1,286.45	1,433.24	884.50	886.30	503.14	568.02
907.82	199.55	199.55	189.00	277.22	106.93	106.93
.....	.....	.....	.....	.....	.....	.....
3,406.50	957.54	957.54	291.87	291.87	203.81	203.81
.....	.....	.....	.....	.....	.....	.....
10,736.09	.....	.....	.....	.....	.....	.....
48,008.62	9,237.66	9,775.34	4,147.07	4,237.09	3,207.72	3,302.10
3,713.50	1,218.26	.....	240.76	1.40	283.20	615.11
.....	.....	.....	.....	.....	.....	.....
267.05	19.25	19.25	25.24	5.24	1,505.60	1,924.89
2,665.12	58.44	105.15	.....	.....	.....	.....
8,392.23	.....	.....	.....	.....	.....	.....
2,475.36	368.01	956.46	.....	138.31	73.12	180.00
.....	.....	.....	.....	.....	.....	.....
65,521.88	10,901.62	10,856.20	4,413.07	4,382.04	5,069.64	6,022.10
.....	1,640.41	.....	.....	.....	.....	.....
65,521.88	12,542.03	10,856.20	4,413.07	4,382.04	5,069.64	6,022.10
40,500.00	6,225.17	5,898.12	3,138.38	3,076.77	3,509.71	3,424.98
369.30	3,055.02	172.36	116.59	20.39	154.27	257.60
.....	.....	13.73	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
40,869.30	9,280.19	6,084.21	3,254.97	3,097.16	3,663.98	3,682.58
8,991.00	1,419.00	1,646.00	633.00	701.13	734.00	828.00
2,475.36	368.01	956.46	.....	138.31	73.12	180.00
11,466.36	1,787.01	2,602.46	633.00	839.44	807.12	1,008.00
.....	1,474.83	1,801.88	261.62	323.23	490.29	575.02
8,392.23	.....	.....	.....	.....	.....	.....
4,793.99	.....	367.65	263.48	122 21	108.25	756.50
13,186.22	1,474.83	2,169.53	525.10	445.44	598.54	1,331.52
65,521.88	12,542.03	10,856.20	4,413.07	4,382.04	5,069.64	6,022.10
65.0	73.9	61.4	73.7	74.7	72.2	63.2

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Dereham Township		Dorchester Police V.		Drayton
Population					618
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					
Substation equipment					
Distribution system, overhead	9,500.75	9,358.70	3,356.54	3,774.28	5,760.05
Distribution system, underground					
Line transformers	11,317.74	11,531.75	1,964.01	2,509.68	1,480.35
Meters	3,012.84	3,172.30	1,357.42	1,607.07	1,821.29
Street light equipment, regular			212.34	212.34	567.13
Street light equip., ornamental					
Misc. construction expense	483.26	494.46	328.41	328.41	388.37
Steam or hydraulic plant					
Old plant					
Total plant	24,314.59	24,557.21	7,218.72	8,431.78	10,017.19
Bank and cash balance	627.03	1,523.58	321.72	1,505.54	2,404.38
Securities and investments					
Accounts receivable	300.00	409.09	973.81	652.84	122.02
Inventories					
Sinking fund on local debentures					
Equity in Hydro systems	2,096.72	2,882.42	151.24	307.14	
Other assets					
Total assets	27,338.34	29,372.30	8,665.49	10,897.30	12,543.59
Deficit	4,214.19	5,198.37			
Total	31,552.53	34,570.67	8,665.49	10,897.30	12,543.59
LIABILITIES					
Debenture balance	20,703.38	20,001.12	3,859.78	3,773.06	8,960.35
Accounts payable	4,445.43	5,719.96	36.91		
Bank overdraft					
Other liabilities					
Total liabilities	25,148.81	25,721.08	3,896.69	3,773.06	8,960.35
RESERVES					
For depreciation	4,307.00	5,264.91	1,446.70	1,639.70	1,427.00
For equity in H.E.P.C. system	2,096.72	2,882.42	151.24	307.14	
Total reserves	6,403.72	8,147.33	1,597.94	1,946.84	1,427.00
SURPLUS					
Debentures paid		702.26	440.22	526.94	539.65
Local sinking fund					
Additional operating surplus			2,730.64	4,650.46	1,616.59
Total surplus		702.26	3,170.86	5,177.40	2,156.24
Total liabilities, reserves & surplus	31,552.53	34,570.67	8,665.49	10,897.30	12,543.59
Per cent of net debt to total assets	92.0	97.1	44.9	35.6	71.5

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Drayton	Dresden		Drumbo Police Village		Dublin Police Village	
	1,456					
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
					85.00	85.00
	523.00	523.00				
5,931.33	8,391.39	9,690.73	2,825.45	3,041.57	4,010.35	4,046.00
1,787.93	3,887.44	4,979.13	457.46	457.46	660.75	660.75
1,957.17	4,073.30	4,237.41	913.68	932.05	520.46	520.46
567.13	828.62	828.62	129.89	201.80	417.71	417.71
388.37	408.09	408.09	235.58	235.58	762.41	787.06
	4,815.26	4,815.01				
10,631.93	22,927.10	25,481.99	4,562.06	4,868.46	6,456.68	6,516.98
1,482.53	2,770.49	4,015.94	217.86	263.79	48.18	130.86
2,000.00			600.00	600.00		
361.24	1,681.29	182.14	375.10	873.68	168.05	157.36
	1,229.38	883.61		2.40	39.55	39.55
146.63	366.75	1,317.18	237.45	393.45		79.15
14,622.33	28,975.01	31,880.86	5,992.47	7,001.78	6,712.46	6,923.90
					1,061.58	1,050.65
14,622.33	28,975.01	31,880.86	5,992.47	7,001.78	7,774.04	7,974.55
8,822.61	11,850.79	11,055.81	3,948.51	3,853.20	5,348.14	5,106.08
			20.00		692.04	671.40
8,822.61	11,850.79	11,055.81	3,968.51	3,853.20	6,040.18	5,777.48
1,683.00	3,604.00	3,921.00	1,030.00	1,161.00	882.00	1,024.00
146.63	366.75	1,317.18	237.45	393.45		79.15
1,829.63	3,970.75	5,238.18	1,267.45	1,554.45	882.00	1,103.15
677.39	4,387.46	5,182.44	551.49	646.80	851.86	1,093.92
3,292.70	8,766.01	10,404.43	205.02	947.33		
3,970.09	13,153.47	15,586.87	756.51	1,594.13	851.86	1,093.92
14,622.33	28,975.01	31,880.86	5,992.47	7,001.78	7,774.04	7,974.55
61.0	40.8	36.2	66.3	58.2	90.1	85.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Dundas		Dunnville		Dutton
Population	5,100		3,583		845
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	8,519.52	8,519.52	3,379.78	3,379.78	.....
Substation equipment	6,624.07	6,745.29	16,916.68	16,916.68	.....
Distribution system, overhead	44,822.49	45,826.38	25,659.26	26,348.79	6,571.24
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	12,435.36	13,678.83	7,507.59	9,630.95	2,032.78
Meters	14,815.28	15,758.24	5,385.18	6,201.44	2,643.61
Street light equipment, regular	1,736.00	1,736.00	2,320.25	2,320.25	513.51
Street light equip., ornamental	.....	.....	4,767.47	4,767.47	.....
Misc. construction expense	6,041.84	7,175.84	4,852.51	4,988.29	288.17
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	1,867.38	1,867.38	10,717.62	10,717.62	.....
Total plant	96,861.94	101,307.48	81,506.34	85,271.27	12,049.31
Bank and cash balance	2,654.72	5,101.36	.....	.....	1,740.45
Securities and investments	.....	.....	.....	.....	2,000.00
Accounts receivable	2,635.53	1,307.56	2,025.65	2,960.33	31.29
Inventories	1,748.53	3,341.36	759.76	599.87	217.60
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	5,012.03	9,359.88	.....	749.44	287.89
Other assets	.....	.....	.....	.....	.....
Total assets	108,912.75	120,417.64	84,291.75	89,580.91	16,326.54
Deficit	.....	.....	.....	.....	.....
Total	108,912.75	120,417.64	84,291.75	89,580.91	16,326.54
LIABILITIES					
Debenture balance	44,971.55	43,791.37	61,395.21	60,320.43	7,785.74
Accounts payable	1,764.92	4,638.76	9,844.11	6,532.03	.....
Bank overdraft	.....	.....	1,258.70	1,517.33	.....
Other liabilities	.....	.....	.....	.....	.....
Total liabilities	46,736.47	48,430.13	72,498.02	68,369.79	7,785.74
RESERVES					
For depreciation	27,714.13	27,182.06	7,079.56	8,716.56	2,515.00
For equity in H.E.P.C. system	5,012.03	9,359.88	.....	749.44	289.89
Total reserves	32,726.16	36,541.94	7,079.56	9,466.00	2,802.89
SURPLUS					
Debentures paid	8,028.45	9,208.63	4,104.79	5,179.57	621.75
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	21,421.67	26,236.94	609.38	6,565.55	5,116.16
Total surplus	29,450.12	35,445.57	4,714.17	11,745.12	5,737.91
Total liabilities, reserves & surplus	108,912.75	120,417.64	84,291.75	89,580.91	16,326.54
Per cent of net debt to total assets.	42.9	43.5	86.0	77.0	47.7

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Dutton	Elmira		Elora		Embro	
	2,370		1,091		463	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	3,837.29	4,396.24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
6,718.72	15,141.97	16,917.74	11,267.83	11,873.35	5,789.81	5,873.51
.....	.....	.....	.....	.....	.....	.....
2,039.78	5,525.68	7,161.75	4,733.89	4,847.63	1,236.92	1,775.29
2,708.45	5,902.29	6,791.44	3,070.86	3,540.77	1,161.49	1,271.59
516.26	713.14	865.76	501.34	501.34	209.29	209.29
.....	.....	.....	.....	.....	.....	.....
288.17	2,359.90	2,129.07	926.18	926.18	69.45	69.45
.....	.....	.....	.....	.....	.....	.....
.....	2,325.08	2,325.08	1,425.47	1,425.47	429.25	429.25
12,271.38	35,805.35	40,587.08	21,925.57	23,114.74	8,896.21	9,628.38
3,047.38	1,135.68	1,100.68	324.53	1,343.50	248.55	2.27
1,500.00	.....	.....	.....	.....	1,000.00	1,000.00
112.65	1,984.97	1,548.71	1,195.03	1,734.98	.....	.....
172.05	1,642.63	2,051.04	878.77	704.00	31.82	.....
.....	.....	.....	.....	.....	.....	.....
916.73	1,880.69	3,511.03	1,443.90	2,751.15	662.38	1,142.99
.....	.....	.....	.....	.....	.....	.....
18,020.19	42,449.32	48,798.54	25,767.80	29,648.37	10,838.96	11,773.64
.....	.....	.....	.....	.....	2,006.60	1,031.37
18,020.19	42,449.32	48,798.54	25,767.80	29,648.37	12,845.56	12,805.01
7,606.32	17,496.15	17,092.94	10,519.05	10,097.03	7,079.99	6,850.91
.....	.....	.....	.....	.....	2,322.18	1,646.63
.....	.....	.....	.....	.....	.....	.....
.....	.....	92.00	.....	.....	.....	.....
7,606.32	17,496.15	17,184.94	10,519.05	10,097.03	9,402.17	8,497.54
2,852.00	7,471.00	8,009.39	4,794.00	5,443.90	2,361.00	2,515.39
916.73	1,880.69	3,511.03	1,443.90	2,751.15	662.38	1,142.99
3,768.73	9,351.69	11,520.42	6,237.90	8,195.05	3,023.38	3,658.38
801.17	2,503.85	2,907.06	2,480.95	2,902.97	420.01	649.09
.....	.....	.....	.....	.....	.....	.....
5,843.97	13,097.63	17,186.12	6,529.90	8,453.32	.....	.....
6,645.14	15,601.48	20,093.18	9,010.85	11,356.29	420.01	649.09
18,020.19	42,449.32	48,798.54	25,767.80	29,648.37	12,845.56	12,805.01
44.4	41.2	37.9	40.8	37.5	86.7	79.9

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Etobicoke Township		Exeter		Fergus
Population			1,507		1,762
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings				2,319.50	
Substation equipment					
Distribution system, overhead	45,656.59	69,211.75	13,004.36	14,004.07	15,553.46
Distribution system, underground					
Line transformers	13,064.56	20,253.14	3,418.11	3,877.91	5,602.98
Meters	17,469.36	25,653.72	4,108.96	4,412.75	5,563.45
Street light equipment, regular	2,076.11	3,818.23	732.08	828.13	1,249.57
Street light equip., ornamental					
Misc. construction expense	3,342.10	2,918.86	1,549.48	1,559.48	645.37
Steam or hydraulic plant					
Old plant					2,546.59
Total plant	81,608.72	121,855.70	22,812.99	27,001.84	31,161.42
Bank and cash balance		50.00	4,324.90	134.66	
Securities and investments			3,000.00	3,000.00	
Accounts receivable	7,790.44	3,085.33	1,451.31	3,321.54	440.37
Inventories	283.77	576.66	1,899.86	2,015.62	4,694.88
Sinking fund on local debentures					
Equity in Hydro systems	5,611.05	7,924.87		3,069.88	1,072.85
Other assets		105.40			
Total assets	95,293.98	133,597.96	33,489.06	38,543.54	37,369.52
Deficit					
Total	95,293.98	133,597.96	33,489.06	38,543.54	37,369.52
LIABILITIES					
Debenture balance	41,158.81	69,617.84	17,149.70	16,588.13	14,173.94
Accounts payable		1,150.95	1,120.95	1,699.96	1,107.75
Bank overdraft	10,136.64	4,079.21			9,976.41
Other liabilities	519.50	1,003.25			
Total liabilities	51,814.95	75,851.25	18,270.65	18,288.09	25,258.10
RESERVES					
For depreciation	19,154.82	22,686.82	3,964.00	4,406.20	5,090.00
For equity in H.E.P.C. system	5,611.05	7,924.87		3,069.88	1,072.85
Total reserves	24,765.87	30,611.69	3,964.00	7,476.08	6,162.85
SURPLUS					
Debentures paid	4,841.19	6,382.16	2,850.35	3,411.92	1,826.06
Local sinking fund					
Additional operating surplus	13,871.97	20,752.86	8,404.06	9,367.45	4,122.51
Total surplus	18,712.16	27,135.02	11,254.41	12,779.37	5,948.57
Total liabilities, reserves & surplus	95,293.98	133,597.96	33,489.06	38,543.54	37,369.52
Per cent of net debt to total assets	54.3	60.4	54.5	51.5	67.7

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Fergus	Ford City	Forest		Galt		Georgetown	
	5,113	1,422		13,332		2,098	
1922	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	4,500.00	5,276.15	134,697.10	192,108.00	12.00	12.00
.....	.....	.....	.....	108,663.85	132,295.63	.....	.....
16,633.58	40,431.14	12,162.06	13,212.84	163,173.28	179,834.45	20,530.84	20,972.24
.....	.....	.....	.....	.....	.....	.....	.....
7,637.33	16,744.01	2,761.27	3,319.88	34,962.04	39,749.01	7,466.81	7,639.13
6,543.98	15,010.87	5,888.36	6,271.31	46,543.51	48,982.34	6,826.26	7,615.42
1,249.57	.....	1,824.15	1,967.89	9,198.82	10,727.88	1,058.68	1,108.60
.....	.....	.....	.....	62,842.77	59,985.10	.....	.....
660.37	362.28	303.85	342.85	16,942.05	27,230.98	1,458.15	1,509.08
.....	.....	.....	.....	.....	.....	.....	.....
2,546.59	.....	11,084.87	11,084.87	.....	.....	2,209.80	2,209.80
35,271.42	72,548.30	38,524.56	41,475.79	577,023.42	690,913.39	39,562.54	41,066.27
.....	.....	459.71	1,489.05	25.00	175.00	224.64	3,129.29
.....	.....	2,000.00	2,000.00	350.00	650.00	15,064.63	14,953.36
5,464.51	2,294.22	447.01	2,406.61	203,243.32	52,211.40	2,580.44	3,133.57
2,869.99	.....	4,376.77	3,168.28	35,536.21	23,957.22	1,160.20	1,432.13
.....	.....	.....	.....	66,629.05	76,203.24	.....	.....
2,195.05	.....	.....	347.98	19,217.32	32,525.95	5,413.08	7,340.99
99.96	.....	.....	.....	2,281.67	883.63	.....	.....
45,900.93	74,842.52	45,808.05	50,887.71	904,305.99	877,519.83	64,005.53	71,055.61
.....	.....	.....	.....	.....	.....	.....	.....
45,900.93	74,842.52	45,808.05	50,887.71	904,305.99	877,519.83	64,005.53	71,055.61
13,852.61	63,000.00	25,611.24	24,172.18	388,579.18	387,565.04	17,496.12	17,092.91
459.00	7,312.68	270.12	1,369.89	3,859.04	133,406.51	.....	.....
14,878.57	.....	.....	.....	232,649.78	55,221.59	.....	.....
.....	.....	.....	.....	.....	1,500.00	.....	.....
29,190.18	70,312.68	25,881.36	25,542.07	625,088.00	577,693.14	17,496.12	17,092.91
5,875.00	2,877.17	4,208.00	4,381.97	75,610.58	82,288.81	12,365.63	13,487.93
2,195.05	.....	.....	347.98	19,217.32	32,525.95	5,413.08	7,340.99
8,070.05	2,877.17	4,208.00	4,729.95	94,827.90	114,814.76	17,778.71	20,828.92
2,147.39	.....	8,788.76	10,227.82	.....	5,436.91	2,503.88	2,907.09
.....	.....	.....	.....	66,629.05	76,203.24	.....	.....
6,493.31	1,652.67	6,929.93	10,387.87	117,761.04	103,371.78	26,226.82	30,226.69
8,640.70	1,652.67	15,718.69	20,615.69	184,390.09	185,011.93	28,730.70	33,133.78
45,900.93	74,842.52	45,808.05	50,887.71	904,305.99	877,519.83	64,005.53	71,055.61
66.9	94.0	56.5	50.6	69.2	68.4	27.4	26.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Glencoe		Goderich		Grantham
Population	835		4,108		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	.....	.....	12,915.81	12,957.48	.....
Substation equipment	.....	.....	9,795.28	9,795.28	.....
Distribution system, overhead	14,073.20	14,402.51	37,174.31	41,065.90	8,410.77
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	2,674.83	2,846.37	10,407.39	11,598.20	4,282.71
Meters	2,352.99	2,722.97	10,481.96	11,506.40	1,934.80
Street light equipment, regular	1,630.56	1,630.56	4,231.71	4,244.76	.....
Street light equip., ornamental	.....	.....	.....	.....	.....
Misc. construction expense	2,991.70	3,179.01	4,005.81	4,016.70	267.30
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	.....	.....	14,622.15	14,622.15	.....
Total plant	23,723.28	24,781.42	103,634.42	109,806.87	14,895.58
Bank and cash balance	1,452.20	1,559.50	3,671.23	.....	807.60
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	489.52	1,204.01	7,105.53	10,262.48	2,928.11
Inventories	132.87	.....	827.00	2,030.00	.....
Sinking fund on local debentures	660.28	1,188.50	4,513.23	4,809.66	1,847.68
Equity in Hydro systems	.....	155.21	4,449.46	8,143.96	3,569.57
Other assets	.....	.....	.....	.....	.....
Total assets	26,458.15	28,888.64	124,200.87	135,052.97	24,048.54
Deficit	.....	.....	.....	.....	58.97
Total	26,458.15	28,888.64	124,200.87	135,052.97	24,107.51
LIABILITIES					
Debenture balance	19,596.65	19,052.03	41,521.68	39,184.51	10,793.72
Accounts payable	1,749.42	697.21	11,443.26	14,969.36	5,774.36
Bank overdraft	.....	.....	.....	1,447.46	.....
Other liabilities	.....	.....	.....	.....	.....
Total liabilities	21,346.07	19,749.24	52,964.94	55,601.33	16,568.08
RESERVES					
For depreciation	806.00	1,259.00	25,420.00	28,049.00	1,915.90
For equity in H.E.P.C. system	.....	155.21	4,449.46	8,143.96	3,569.57
Total reserves	806.00	1,414.21	29,869.46	36,192.96	5,485.47
SURPLUS					
Debentures paid	516.23	1,060.85	14,566.37	16,903.54	206.28
Local sinking fund	660.28	1,188.50	4,513.23	4,809.66	1,847.68
Additional operating surplus	3,129.57	5,475.84	22,286.87	21,545.48	.....
Total surplus	4,306.08	7,725.19	41,366.47	43,258.68	2,053.96
Total liabilities, reserves & surplus	26,458.15	28,888.64	124,200.87	135,052.97	24,107.51
Per cent of net debt to total assets	80.5	68.8	42.8	43.8	68.8

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Township	Granton Police Village		Guelph 18,027		Hagersville 1,271	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	12,004.40	12,004.40	.....	.....
.....	.....	.....	80,154.72	81,167.10	833.52	833.52
9,140.73	3,065.64	3,100.64	98,491.64	107,601.34	12,145.20	12,592.63
.....	.....	.....	.....	.....	.....	.....
4,687.85	623.16	623.16	50,534.80	56,241.03	2,768.60	2,879.21
2,291.01	908.55	908.55	46,647.51	48,861.51	4,261.59	4,331.37
.....	149.27	149.27	28,404.89	30,681.34	608.30	608.30
.....	.....	.....	.....	.....	.....	.....
267.30	110.28	110.28	11,950.43	13,172.74	140.20	140.20
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
16,386.89	4,856.90	4,891.90	328,188.39	349,729.46	20,757.41	21,385.23
633.04	1,313.65	2,497.32	.....	62.50	240.54	56.42
.....	.....	.....	5,000.00	25,000.00	4,500.00	2,000.00
2,853.33	291.92	148.22	27,658.69	22,033.33	1,946.94	2,180.91
.....	.....	.....	34,070.32	30,955.26	92.45	79.25
2,190.95	.....	.....	19,573.79	21,264.55	.....	.....
4,221.57	.....	318.68	17,731.62	33,586.21	1,303.07	3,460.74
.....	.....	.....	.....	4,466.00	.....	.....
26,285.78	6,462.47	7,856.12	432,260.31	487,097.31	28,840.41	29,162.55
.....	.....	.....	.....	.....	.....	.....
26,285.78	6,462.47	7,856.12	432,260.31	487,097.31	28,840.41	29,162.55
10,681.99	3,191.19	3,128.39	95,884.91	93,079.38	6,645.16	6,426.62
5,957.33	580.03	592.78	18,550.40	30,877.06	4,330.64	.....
.....	.....	.....	12,531.67	23,957.33	.....	.....
.....	.....	.....	.....	915.86	.....	.....
16,639.32	3,771.22	3,721.17	126,966.98	148,829.63	10,975.80	6,426.62
2,847.90	949.00	1,082.00	70,247.76	71,041.97	869.98	323.44
4,221.57	.....	318.68	17,731.62	33,586.21	1,303.07	3,460.74
7,069.47	949.00	1,400.68	87,979.38	104,628.18	2,173.05	3,784.18
318.01	308.81	371.61	49,115.08	51,920.61	1,354.84	1,573.38
2,190.95	.....	.....	19,573.79	21,264.55	.....	.....
68.03	1,433.44	2,362.66	148,625.08	160,454.34	14,336.72	17,378.37
2,576.99	1,742.25	2,734.27	217,313.95	233,639.50	15,691.56	18,951.75
26,285.78	6,462.47	7,856.12	432,260.31	487,097.31	28,840.41	29,162.55
75.4	58.3	49.3	29.4	32.8	38.1	25.0

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Hamilton		Harriston		Hensall
Population	118,243		1,311		738
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	102,950.78	170,721.82			
Substation equipment	150,916.97	153,702.90	600.00	600.00	
Distribution system, overhead	496,895.62	583,755.83	8,806.06	9,238.70	6,811.02
Distribution system, underground	182,013.14	184,371.80			
Line transformers	219,842.43	250,391.36	3,762.20	3,762.20	2,250.85
Meters	252.317.69	281,884.27	3,456.55	3,683.22	1,928.71
Street light equipment, regular	96,923.91	101,873.59	350.00	350.00	436.67
Street light equip., ornamental					
Misc. construction expense	143,356.86	141,027.72	458.07	458.07	447.50
Steam or hydraulic plant					
Old plant			1,130.83	1,130.83	400.00
Total plant	1,645,217.40	1,867,729.29	18,563.71	19,223.02	12,274.75
Bank and cash balance		119,081.21		139.73	2,066.35
Securities and investments					
Accounts receivable	179,456.99	184,106.98	2,385.96	2,308.38	74.00
Inventories	91,235.96	92,042.30	3,104.86	598.17	20.00
Sinking fund on local debentures	207,194.80	238,251.14			
Equity in Hydro systems	51,280.92	115,574.00		1,306.13	
Other assets	4,645.35	3,844.57			
Total assets	2,179,031.42	2,620,629.49	24,054.53	23,575.43	14,435.10
Deficit			986.67		246.83
Total	2,179,031.42	2,620,629.49	25,041.20	23,575.43	14,681.93
LIABILITIES					
Debenture balance	996,537.12	1,489,920.31	10,711.78	9,470.62	11,116.72
Accounts payable	120,607.21	191,988.85	6,607.20	3,476.35	385.93
Bank overdraft	251,428.79		2,713.97		
Other liabilities	31,705.70	50,062.01			
Total liabilities	1,400,278.82	1,731,971.17	20,032.95	12,946.97	11,502.65
RESERVES					
For depreciation	353,718.56	378,583.02	2,402.00	3,387.40	2,296.00
For equity in H.E.P.C. system	*56,062.92	115,574.00		1,306.13	
Total reserves	409,781.48	494,157.02	2,402.00	4,693.53	2,296.00
SURPLUS					
Debentures paid	23,462.88	30,079.69	2,606.25	3,847.41	883.28
Local sinking fund	207,194.80	238,251.14			
Additional operating surplus	138,313.44	126,170.47		2,087.52	
Total surplus	368,971.12	394,501.30	2,606.25	5,934.93	883.28
Total liabilities, reserves & surplus	2,179,031.42	2,620,629.49	25,041.20	23,575.43	14,681.93
Per cent of net debt to total assets	64.3	69.1	83.2	58.2	78.4

* Includes $4,782.00 Reserve for Insurance.

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Hensall	Hespeler		Highgate		Ingersoll	
	2,853		417		5,253	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	3,504.43	3,521.37	.....	.....	6,357.57	6,357.57
.....	8,507.47	12,917.81	.....	.....	10,302.31	10,302.31
6,933.32	17,858.88	20,884.18	3,640.97	3,878.07	38,535.91	40,568.97
.....	.....	.....	.....	.....	.....	.....
2,250.85	9,149.16	9,415.26	1,488.37	1,488.37	12,458.77	14,354.72
2,286.92	7,523.93	8,879.19	1,124.45	1,200.60	17,504.67	18,588.61
436.67	1,572.22	1,578.22	294.56	294.56	2,739.29	2,762.09
.....	.....	.....	.....	.....	4,597.59	4,597.59
447.50	93.08	623.33	476.51	476.51	8,629.55	8,517.40
.....	.....	.....	.....	.....	.....	.....
400.00	2,230.00	1,817.50	.....	.....	20,607.25	20,389.38
12,755.26	50,439.17	59,636.86	7,024.86	7,338.11	121,732.91	126,438.64
2,957.53	.....	375.34	696.91	1,811.51	.....	.....
.....	1,088.09	559.89	.....	.....	20,500.00	20,500.00
15.14	481.09	936.06	307.50	140.81	22,105.55	7,190.08
.....	.....	.....	87.47	38.03	1,304.87	3,546.24
.....	3,045.33	.....	.....	.....	22,650.57	25,530.86
979.35	.....	4,866.18	.....	358.35	7,978.83	12,933.86
.....	.....	.....	.....	.....	.....	.....
16,707.28	55,053.68	66,374.33	8,116.74	9,686.81	196,272.73	196,139.68
424.04	.....	.....	.....	.....	.....	.....
17,131.32	55,053.68	66,374.33	8,116.74	9,686.81	196,272.73	196,139.68
10,875.15	15,264.21	28,878.71	4,584.15	4,488.11	79,800.00	79,800.00
1,606.52	761.73	4,572.21	.....	.....	2,510.22	.....
.....	4,080.52	.....	.....	.....	8,883.37	2,864.43
.....	.....	.....	.....	.....	4,597.59	4,597.59
12,481.67	20,106.46	33,450.92	4,584.15	4,488.11	95,791.18	87,262.02
2,545.45	10,127.76	3,713.05	1,056.00	1,232.00	20,139.63	20,361.77
979.35	3,045.33	4,866.18	.....	358.35	7,978.83	12,933.86
3,524.80	13,173.09	8,579.23	1,056.00	1,590.35	28,118.46	33,295.63
1,124.85	17,306.30	18,691.80	415.85	511.89	.....	.....
.....	.....	.....	.....	.....	22,650.57	25,530.86
.....	4,467.83	5,652.38	2,060.74	3,096.46	49,712.52	50,051.17
1,124.85	21,774.13	24,344.18	2,476.59	3,608.35	72,363.09	75,582.03
17,131.32	55,053.68	66,374.33	8,116.74	9,686.81	196,272.73	196,139.68
79.4	36.6	54.4	56.5	48.2	48.7	47.6

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Kitchener		Lambeth Police Vil.		Listowel
Population	22,717				2,429
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	46,364.28	46,676.23	.....	.....	1,229.07
Substation equipment	117,036.88	117,591.71	.....	.....	.....
Distribution system, overhead	132,947.30	149,459.27	2,911.58	4,979.89	25,765.67
Distribution system, underground	9,444.68	13,008.52	.....	.....	.....
Line transformers	74,881.00	85,165.98	288.86	657.71	11,929.62
Meters	84,368.77	92,240.20	1,129.02	1,515.55	9,334.60
Street light equipment, regular	25,789.11	26,280.22	159.37	167.40	1,238.10
Street light equip., ornamental	.....	.....	.....	.....	5,780.22
Misc. construction expense	9,334.03	9,477.77	214.73	300.71	1,362.71
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	52,536.31	52,498.91	.....	.....	4,750.70
Total plant	552,602.36	592,398.81	4,703.56	7,621.26	61,390.69
Bank and cash balance	733.66	2,047.78	1,808.81	126.33	1,860.95
Securities and investments	31,440.00	22,000.00	.....	.....	.....
Accounts receivable	20,686.50	23,757.75	77.33	1,081.71	5,286.47
Inventories	14,729.57	14,956.21	.....	.....	180.00
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	33,460.08	61,218.73	155.50	382.77	.....
Other assets	.....	.....	.....	.....	.....
Total assets	653,652.17	716,379.28	6,745.20	9,212.07	68,718.11
Deficit	.....	.....	.....	.....	.....
Total	653,652.17	716,379.28	6,745.20	9,212.07	68,718.11
LIABILITIES					
Debenture balance	193,733.03	184,081.14	3,647.08	3,571.01	33,723.05
Accounts payable	45,144.18	81,317.17	290.60	1,123.34	6,936.43
Bank overdraft	14,504.35	22,834.27	.....	.....	.....
Other liabilities	.....	.....	.....	.....	5,742.30
Total liabilities	253,381.56	288,232.58	3,937.68	4,694.35	46,401.78
RESERVES					
For depreciation	117,678.28	121,223.00	1,066.68	1,226.68	7,515.00
For equity in H.E.P.C. system	33,460.08	61,218.73	155.50	382.77	.....
Total reserves	151,138.36	182,441.73	1,222.18	1,609.45	7,515.00
SURPLUS					
Debentures paid	106,416.97	116,068.86	352.92	428.99	9,466.84
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	142,715.28	129,636.11	1,232.42	2,479.28	5,334.49
Total surplus	249,132.25	245,704.97	1,585.34	2,908.27	14,801.33
Total liabilities, reserves & surplus	653,652.17	716,379.28	6,745.20	9,212.07	68,718.11
Per cent of net debt to total assets	38.7	44.0	58.4	53.2	67.5

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Listowel	London		London Township		Louth Township	
	59,784					
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,283.96	293,682.97	306,050.90	.....	.....	.....	.....
.....	315,050.85	367,004.39	.....	.....	.....	.....
26,476.01	496,394.63	603,074.05	2,934.70	3,126.76	1,482.84	1,824.15
.....	11,033.39	37,643.05	.....	.....	.....	.....
12,249.58	85,915.04	102,994.87	1,114.40	1,114.40	2,029.62	2,210.81
10,595.20	203,142.41	217,176.20	1,066.80	1,066.80	624.92	625.52
1,238.10	31,895.40	33,780.32	.....	.....	.....	.....
5,772.22	11,767.36	11,794.66	.....	.....	.....	.....
1,372.71	74,340.76	72,489.85	451.74	451.74	.....	*Cr. 126.84*
.....	.....	.....	.....	.....	.....	.....
4,750.70	.....	.....	1,733.80	1,733.80	.....	.....
63,738.48	1,523,192.81	1,752,008.29	7,301.44	7,493.50	4,137.38	4,533.64
70.78	9,441.64	9,058.93	212.06	.....	94.02	6.30
.....	.....	.....	.....	.....	.....	.....
2,736.79	272,019.01	224,598.74	.....	679.59	593.54	485.98
.....	77,250.14	73,704.93	.....	.....	.....	.....
.....	121,509.04	226,674.90	.....	.....	.....	.....
2,084.71	67,774.33	122,706.99	.....	.....	221.05	279.77
.....	.....	186,093.75	.....	.....	.....	.....
68,630.76	2,071,186.97	2,594,846.53	7,513.50	8,173.09	5,045.99	5,305.69
.....	.....	.....	.....	.....	370.09	433.57
68,630.76	2,071,186.97	2,594,846.53	7,513.50	8,173.09	5,416.08	5,739.26
31,654.64	930,799.79	1,045,575.19	7,080.00	6,850.93	1,851.55	1,797.10
2,252.22	154,870.95	291,262.76	13.50	673.09	2,996.93	3,171.29
.....	.....	99,357.95	.....	.....	.....	.....
5,742.30	2,235.86	20,095.89	.....	.....	.....	.....
39,649.16	1,087,906.60	1,456,291.79	7,093.50	7,524.02	4,848.48	4,968.39
8,312.16	330,108.46	351,420.22	.....	.....	248.10	338.20
2,084.71	67,774.33	122,706.99	.....	.....	221.05	279.77
10,396.87	397,882.79	474,127.21	.....	.....	469.15	617.97
11,535.25	66,100.21	76,324.81	420.00	649.07	98.45	152.90
.....	121,509.04	226,674.90	.....	.....	.....	.....
7,049.48	397,788.33	361,427.82	.....	.....	.....	.....
18,584.73	585,397.58	664,427.53	420.00	649.07	98.45	152.90
68,630.76	2,071,186.97	2,594,846.53	7,513.50	8,173.09	5,416.08	5,739.26
59.6	52.5	59.0	94.6	92.0	96.2	98.9

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Lucan		Lynden Police Village		Markham
Population	624				970
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			241.18	241.18	
Substation equipment					
Distribution system, overhead	7,277.13	7,417.27	2,720.56	2,741.16	8,205.04
Distribution system, underground					
Line transformers	2,907.90	2,956.12	942.37	1,094.69	3,398.26
Meters	2,558.89	2,406.75	744.62	864.84	2,705.75
Street light equipment, regular	372.54	372.54	163.30	163.30	335.51
Street light equip., ornamental					
Misc. construction expense	394.47	394.47	193.57	193.57	1,016.01
Steam or hydraulic plant					
Old plant	2,860.45	2,860.45			61.03
Total plant	16,371.38	16,407.60	5,005.60	5,298.74	15,721.60
Bank and cash balance	1,959.99	1,267.24		467.10	
Securities and investments	3,000.00	7,000.00			
Accounts receivable	2,014.16	323.52	448.42	396.82	1,759.30
Inventories	111.51	43.97			
Sinking fund on local debentures					
Equity in Hydro systems	442.18	1,427.11	448.97	1,191.51	
Other assets					
Total assets	23,899.22	26,469.44	5,902.99	7,354.17	17,480.90
Deficit			225.46		
Total	23,899.22	26,469.44	6,128.45	7,354.17	17,480.90
LIABILITIES					
Debenture balance	9,135.01	8,761.29	4,067.49	3,981.91	10,520.84
Accounts payable					674.39
Bank overdraft			66.48		751.21
Other liabilities					
Total liabilities	9,135.01	8,761.29	4,133.97	3,981.91	11,946.44
RESERVES					
For depreciation	2,752.63	3,105.53	1,118.00	1,259.00	755.00
For equity in H.E.P.C. system	442.18	1,427.11	448.97	1,191.51	
Total reserves	3,194.81	4,532.64	1,566.97	2,450.51	755.00
SURPLUS					
Debentures paid	2,078.61	2,452.33	427.51	513.09	1,037.99
Local sinking fund					
Additional operating surplus	9,490.79	10,723.18		408.66	3,741.47
Total surplus	11,569.40	13,175.51	427.51	921.75	4,779.46
Total liabilities, reserves & surplus	23,899.22	26,469.44	6,128.45	7,354.17	17,480.90
Per cent of net debt to total assets	38.2	35.0	70.2	64.7	68.4

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Markham	Merlin P.V.	Merritton		Milton		Milverton	
		2,589		1,900		1,054	
1922	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	350.00	350.00	.....	.....	237.20	237.20
.....	.....	3,000.00	3,000.00	5,550.19	5,550.19	.....	.....
8,770.58	3,424.43	10,814.64	12,146.45	12,155.85	12,668.74	7,251.71	7,666.31
.....	.....	.....	.....	.....	.....	.....	.....
3,398.26	2,117.13	2,629.94	2,845.82	5,737.93	7,248.23	5,080.18	5,080.18
2,949.65	1,293.80	5,876.02	6,269.57	5,242.12	6,240.48	2,553.05	2,895.36
335.51	373.49	1,407.25	1,407.25	986.67	986.67	562.24	562.24
.....	.....	.....	.....	.....	.....	.....	.....
1,016.01	351.93	2,457.51	2,250.26	2,526.23	2,526.23	557.93	557.93
.....	.....	.....	.....	.....	.....	.....	.....
11.03	275.00	.....	.....	4,065.85	4,065.85	.....	.....
16,481.04	7,835.78	26,535.36	28,269.35	36,264.84	39,286.39	16,242.31	16,999.22
.....	.....	1,653.72	1,061.86	4,439.80	2,382.30	.....	.....
.....	.....	.....	.....	2,000.00	5,000.00	.....	.....
2,316.18	2,239.97	503.58	2,200.00	8,685.46	1,471.98	5,272.51	3,436.74
.....	.....	130.75	44.41	1,239.30	5,382.69	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
145.76	.....	.....	64.91	1,971.45	6,579.74	.....	1,369.57
.....	.....	.....	.....	.....	.....	.....	.....
18,942.98	10,075.75	28,823.41	31,640.53	54,600.85	60,103.10	21,514.82	21,805.53
.....	.....	.....	.....	.....	.....	.....	.....
18,942.98	10,075.75	28,823.41	31,640.53	54,600.85	60,103.10	21,514.82	21,805.53
9,888.45	8,505.00	4,643.10	4,072.84	13,308.68	12,370.36	7,622.97	7,247.23
.....	1,570.75	317.70	1,224.22	776.73	3,814.79	1,482.20	128.62
29.06	.....	.....	.....	.....	.....	908.66	409.83
.....	.....	.....	.....	.....	.....	.....	.....
9,917.51	10,075.75	4,960.80	5,297.06	14,085.41	16,185.15	10,013.83	7,785.68
1,085.00	.....	948.00	1,497.00	9,725.04	9,951.24	2,307.00	2,639.24
145.76	.....	.....	64.91	1,971.45	6,579.74	.....	1,369.57
1,230.76	.....	948.00	1,561.91	11,696.49	16,530.98	2,307.00	4,008.81
1,670.38	.....	543.11	1,113.37	11,404.30	12,342.62	1,877.03	2,252.77
.....	.....	.....	.....	.....	.....	.....	.....
6,124.33	.....	22,371.50	23,668.19	17,414.65	15,044.35	7,316.96	7,758.27
7,794.71	.....	22,914.61	24,781.50	28,818.95	27,386.97	9,193.99	10,011.04
18,942.98	10,075.75	28,823.41	31,640.53	54,600.85	60,103.10	21,514.82	21,805.53
52.7	100.0	17.2	16.7	25.6	30.2	46.6	38.0

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Mimico		Mitchell		Moorefield
Population	4,187		1,699		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	98.30	9,796.63	7,922.78	9,191.17	.....
Substation equipment	50.18	50.18	10,441.48	10,945.65	.....
Distribution system, overhead	31,795.20	36,718.39	13,341.40	15,830.70	2,601.73
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	9,844.66	11,766.63	5,651.14	6,385.43	857.72
Meters	11,900.69	13,977.89	6,543.48	7,193.86	577.00
Street light equipment, regular	2,641.23	2,760.56	1,598.23	1,964.33	295.88
Street light equip., ornamental	.....	.....	12.00	.....	.....
Misc. construction expense	2,112.56	2,431.51	.....	156.10	348.35
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	.....	.....	1,500.00	1,500.00	.....
Total plant	58,442.82	77,501.79	47,010.51	53,167.24	4,680.68
Bank and cash balance	599.13	1,606.30	3,016.99	2,470.04	326.47
Securities and investments	.....	.....	2,000.00	2,000.00	.....
Accounts receivable	402.75	1,451.40	2,060.92	651.44	204.56
Inventories	236.43	307.90	431.86	1,156.35	110.00
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	1,320.11	3,153.40	2,825.46	4,068.94	.....
Other assets	.....	.....	.....	.....	.....
Total assets	61,001.24	84,020.79	57,345.74	63,514.01	5,321.71
Deficit	.....	.....	.....	.....	.....
Total	61,001.24	84,020.79	57,345.74	63,514.01	5,321.71
LIABILITIES					
Debenture balance	20,684.34	39,740.51	7,183.45	6,191.39	3,952.35
Accounts payable	6,055.95	7,302.96	.....	736.76	.....
Bank overdraft	.....	.....	.....	.....	.....
Other liabilities	.....	.....	.....	.....	.....
Total liabilities	26,740.29	47,043.47	7,183.45	6,928.15	3,952.35
RESERVES					
For depreciation	12,159.30	13,949.30	12,953.00	13,862.50	536.00
For equity in H.E.P.C. system	1,320.11	3,153.40	2,825.46	4,068.94	.....
Total reserves	13,479.41	17,102.70	15,778.46	17,931.44	536.00
SURPLUS					
Debentures paid	5,315.66	6,259.49	15,111.77	16,103.83	547.65
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	15,465.88	13,615.13	19,272.06	22,550.59	285.71
Total surplus	20,781.54	19,874.62	34,383.83	38,654.42	833.36
Total liabilities, reserves & surplus	61,001.24	84,020.79	57,345.74	63,514.01	5,321.71
Per cent of net debt to total assets	43.8	58.2	12.5	11.6	74.3

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Police Village	Mount Brydges Police Vil.		Newbury		New Hamburg	
			301		1,401	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	2,317.59	2,317.59
.....	.....	.....	.....	.....	1,083.10	1,083.10
2,637.54	2,757.54	2,927.02	5,408.07	5,800.41	11,253.95	12,690.05
.....	.....	.....	.....	.....	.....	.....
857.72	641.25	641.25	1,049.04	1,036.62	4,084.29	4,423.10
595.86	1,125.89	1,270.88	661.52	696.90	4,527.65	4,896.44
295.88	120.09	120.09	765.45	765.45	1,149.43	1,303.76
.....	.....	.....	.....	.....	.....	.....
348.35	143.82	143.82	485.13	485.13	1,001.70	1,001.70
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	754.39	348.22	5,242.56	5,242.56
4,735.35	4,788.59	5,103.06	9,123.60	9,132.73	30,660.27	32,958.30
959.15	1,468.92	2,457.03	359.08	207.03	488.91	889.04
.....	.....	.....	.....	.....	.....	.....
110.00	1,064.00	706.35	559.29	1,057.72	24.17	4,143.56
.....	125.01	34.41	.....	.....	6,881.82	1,151.43
.....	.....	.....	.....	.....	.....	.....
83.35	214.72	527.88	.....	37.16	3,004.42	4,369.74
.....	.....	.....	34.48	.....	.....	.....
5,887.85	7,661.24	8,828.73	10,076.45	10,434.64	41,059.59	43,512.07
.....	.....	.....	.....	.....	.....	.....
5,887.85	7,661.24	8,828.73	10,076.45	10,434.64	41,059.59	43,512.07
3,795.21	3,738.30	3,653.53	9,440.04	8,700.00	14,151.04	13,687.67
232.49	67.84	.....	125.72	398.84	396.67	38.62
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
4,027.70	3,806.14	3,653.53	9,565.76	9,098.84	14,547.71	13,726.29
644.00	1,158.00	1,300.00	.....	166.00	9,558.00	9,940.00
83.35	214.72	527.88	.....	37.16	3,004.42	4,369.74
727.35	1,372.72	1,827.88	.....	203.16	12,562.42	14,309.74
704.79	481.70	566.47	314.35	1,054.39	3,578.04	4,041.41
.....	.....	.....	.....	.....	.....	.....
428.01	2,000.68	2,780.85	196.34	78.25	10,371.42	11,434.63
1,132.80	2,482.38	3,347.32	510.69	1,132.64	13,949.46	15,476.04
5,887.85	7,661.24	8,828.73	10,076.45	10,434.64	41,059.59	43,512.07
69.5	49.6	44.0	95.6	87.5	35.5	35.1

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	New Toronto		Niagara Falls		Niagara-
Population	2,947		15,895		1,714
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	.....	395.00	25,511.64	88,391.10	200.00
Substation equipment	.....	.....	40,661.76	85,004.80	1,148.47
Distribution system, overhead	36,313.38	39,368.97	95,042.52	112,914.63	9,168.82
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	9,459.84	10,600.95	77,364.01	80,138.67	3,164.31
Meters	9,948.09	11,268.78	65,853.96	72,770.87	3,160.30
Street light equipment, regular	2,567.53	3,259.44	15,637.21	15,720.49	640.66
Street light equip., ornamental	.....	.....	17,346.71	29,807.06	.....
Misc. construction expense	2,320.33	2,320.33	7,946.26	5,869.74	952.26
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	.....	.....	.....	.....	.....
Total plant	60,609.17	67,213.47	345,364.07	490,617.36	18,434.82
Bank and cash balance	25,327.64	12,301.12	2,924.97	26,054.23	597.06
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	3,689.67	6,903.94	15,392.76	29,685.04	2,159.48
Inventories	956.20	935.91	.....	.....	17.77
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	5,160.30	17,467.82	263.23	10,879.40	.....
Other assets	.....	.....	.....	4,295.02	.....
Total assets	95,742.98	104,822.26	363,945.03	561,531.05	21,209.13
Deficit	.....	.....	.....	.....	.....
Total	95,742.98	104,822.26	363,945.03	561,531.05	21,209.13
LIABILITIES					
Debenture balance	6,850.15	6,672.25	116,513.51	326,751.25	8,821.96
Accounts payable	8,304.76	7,051.94	7,064.72	19,244.75	836.27
Bank overdraft	.....	4,192.12	52,376.85	.....	.....
Other liabilities	82.50	384.30	.....	4,295.02	.....
Total liabilities	15,237.41	18,300.61	175,955.08	350,291.02	9,658.23
RESERVES					
For depreciation	9,241.00	10,562.24	41,253.65	40,840.99	1,128.00
For equity in H.E.P.C. system	5,160.30	17,467.82	263.23	10,879.40	.....
Total reserves	14,401.30	28,030.06	41,516.88	51,720.39	1,128.00
SURPLUS					
Debentures paid	1,149.85	1,327.75	88,729.49	103,491.75	2,014.69
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	64,954.42	57,163.84	57,743.58	56,027.89	8,408.21
Total surplus	66,104.27	58,491.59	146,473.07	159,519.64	10,422.90
Total liabilities, reserves & surplus	95,742.98	104,822.26	363,945.03	561,531.05	21,209.13
Per cent of net debt to total assets	15.9	21.0	48.4	63.6	45.6

"A"—Continued

of Hydro Municipalities as at December 31, 1922

on-the-Lake	Norwich		North Norwich Twp.		South Norwich Twp.	
	1,307					
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
200.00	922.30	922.30	.....	.....	.....	.....
1,148.47	.....	.....	.....	.....	.....	.....
11,689.77	7,643.02	7,962.63	1,111.96	1,111.96	1,989.03	1,989.03
.....	.....	.....	.....	.....	.....	.....
3,164.31	2,811.32	3,235.29	3,627.17	3,627.17	2,411.09	2,411.09
3,479.18	4,723.16	4,982.85	1,018.34	1,018.34	479.00	479.00
698.30	824.16	882.90	.....	.....	.....	.....
.....	1,956.25	2,754.54	.....	.....	.....	.....
1,157.26	1,599.84	1,412.34	234.23	234.23	339.84	339.84
.....	.....	.....	.....	.....	.....	.....
.....	3,509.82	3,509.82	.....	.....	.....	.....
21,537.29	23,989.87	25,662.67	5,991.70	5,991.70	5,218.96	5,218.96
1,745.67	1,233.85	3,247.33	88.36	34.30	.....	.....
.....	3,000.00	6,000.00	.....	.....	.....	.....
187.53	8,669.75	4,380.82	.....	.....	.....	.....
.....	832.17	480.53	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
475.47	2,286.19	3,731.82	.....	.....	.....	.....
....	54.06	.....	.....	.....	.....	.....
23,945.96	40,065.89	43,503.17	6,080.06	6,026.00	5,218.96	5,218.96
.....	.....	.....	.....	.....	.....	.....
23,945.96	40,065.89	43,503.17	6,080.06	6,026.00	5,218.96	5,218.96
7,738.45	11,286.20	10,955.66	5,321.66	5,192.51	4,542.85	4,347.70
434.65	960.25	1,189.02	54.06	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
8,173.10	12,246.45	12,144.68	5,375.72	5,192.51	4,542.85	4,347.70
1,326.28	11,160.56	11,187.85	.....	.....	.....	.....
475.47	2,286.19	3,731.82	.....	.....	.....	.....
1,801.75	13,446.75	14,919.67	.....	.....	.....	.....
3,098.20	2,469.80	2,800.34	704.34	833.49	676.11	871.26
.....	.....	.....	.....	.....	.....	.....
10,872.91	11,902.89	13,638.48	.....	.....	.....	.....
13,971.11	14,372.69	16,438.82	704.34	833.49	676.11	871.26
23,945.96	40,065.89	43,503.17	6,080.06	6,026.00	5,218.96	5,218.96
34.8	30.5	30.6	88.5	86.1	86.0	83.3

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Oil Springs		Otterville Police Vil.		Palmerston
Population	491				1,780
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	42.00	1,042.00			
Substation equipment					691.88
Distribution system, overhead	10,464.71	10,783.50	3,523.26	3,623.30	13,346.71
Distribution system, underground					
Line transformers	4,727.83	5,044.17	1,659.55	1,774.43	3,514.53
Meters	2,418.54	2,660.47	1,121.93	1,147.31	4,191.64
Street light equipment, regular	276.29	305.72	244.94	341.80	746.32
Street light equip., ornamental					
Misc. construction expense	1,783.58	1,718.58	142.00	142.00	1,638.06
Steam or hydraulic plant					
Old plant					4,018.71
Total plant	19,712.95	21,554.44	6,691.68	7,028.84	28,147.85
Bank and cash balance	1,476.38	1,467.47	421.39	1,258.18	1,362.12
Securities and investments			2,000.00	2,000.00	
Accounts receivable	235.13	1,918.36	177.04	42.03	6,093.29
Inventories	2,643.61	1,432.09	30.75	74.32	4,322.09
Sinking fund on local debentures					
Equity in Hydro systems		430.65		165.44	
Other assets					
Total assets	24,068.07	26,803.01	9,320.86	10,568.81	39,925.35
Deficit					
Total	24,068.07	26,803.01	9,320.86	10,568.81	39,925.35
LIABILITIES					
Debenture balance	15,188.85	14,607.58	3,646.71	3,473.18	9,302.09
Accounts payable	4,199.31	2,755.64		50.47	3,597.45
Bank overdraft					
Other liabilities					
Total liabilities	19,388.16	17,363.22	3,646.71	3,523.65	12,899.54
RESERVES					
For depreciation	1,409.00	1,809.00	1,140.00	1,272.60	4,826.00
For equity in H.E.P.C. system		430.65		165.44	
Total reserves	1,409.00	2,239.65	1,140.00	1,438.04	4,826.00
SURPLUS					
Debentures paid	1,532.46	2,113.73	853.29	1,026.82	12,697.91
Local sinking fund					
Additional operating surplus	1,738.45	5,086.41	3,680.86	4,580.30	9,501.90
Total surplus	3,270.91	7,200.14	4,534.15	5,607.12	22,199.81
Total liabilities, reserves & surplus	24,068.07	26,803.01	9,320.86	10,568.81	39,925.35
Per cent of net debt to total assets	80.8	65.9	39.2	33.6	32.4

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Palmerston	Paris		Parkhill		Petrolia	
	4,400		1,201		2,911	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	7,626.26	7,626.26	.....	.....	900.00	900.00
691.88	10,959.86	11,174.51	.....	.....	2,403.55	2,403.55
16,085.95	42,231.09	44,332.34	12,438.35	12,738.42	26,419.82	26,929.54
.....	.....	.....	.....	.....	.....	.....
4,062.85	13,583.15	14,001.74	2,092.56	2,092.56	17,125.22	19,073.93
4,373.95	12,541.16	13,512.94	2,467.13	2,676.80	9,420.19	10,484.88
825.60	2,400.94	2,571.62	823.68	823.68	985.28	985.28
.....	6,647.54	9,371.33	.....	.....	3,864.07	3,864.07
1,880.19	350.20	350.20	1,251.77	1,251.77	4,885.19	4,718.19
.....	.....	.....	.....	.....	.....	.....
4,018.71	16,684.76	16,684.76	.....	.....	3,389.94	3,389.94
31,939.13	113,033.96	119,625.70	19,073.49	19,583.23	69,393.26	72,749.38
1,935.55	32.35	.....	.....	1,729.02	.....	.....
.....	3,000.00	.....	.....	.....	.....	4,000.00
8,278.75	.....	.....	2,663.89	607.75	3,614.24	1,137.82
3,614.44	26.57	909.68	.....	.....	8,148.61	10,656.32
.....	21,004.82	24,084.72	.....	.....	.....	.....
1,177.28	1,037.82	3,993.53	.....	131.74	.....	3,153.11
.....	.....	.....	.....	.....	.....	.....
46,945.15	138,135.52	148,613.63	21,737.38	22,051.74	81,156.11	91,696.63
.....	.....	.....	.....	.....	.....	.....
46,945.15	138,135.52	148,613.63	21,737.38	22,051.74	81,156.11	91,696.63
13,049.37	45,171.54	42,952.71	10,961.27	13,356.07	44,373.07	43,161.13
799.26	907.46	628.60	3,860.51	.....	.....	.....
.....	.....	1,790.05	.....	.....	2,361.25	5,053.31
.....	.....	.....	1,850.00	.....	.....	.....
13,848.63	46,079.00	45,371.36	16,671.78	13,356.07	46,734.32	48,214.44
4,919.12	23,804.00	26,629.00	670.00	1,058.00	10,274.28	11,168.58
1,177.28	1,037.82	3,993.53	.....	131.74	.....	3,153.11
6,096.40	24,841.82	30,622.53	670.00	1,189.74	10,274.28	14,321.69
13,950.63	31,828.46	34,047.29	712.45	1,099.21	5,626.93	6,838.87
.....	21,004.82	24,084.72	.....	.....	.....	.....
13,049.49	14,381.42	14,487.73	3,683.15	6,406.72	18,520.58	22,321.63
27,000.12	67,214.70	72,619.74	4,395.60	7,505 93	24,147.51	29,160.50
46,945.15	138,135.52	148,613.63	21,737.38	22,051.74	81,156.11	91,696.63
30.2	33.4	31.4	77.0	61.0	57.5	54.5

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality Population	Plattsville Police Vil.		Point Edward 1,150		Port Colborne 3,123
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					
Substation equipment					
Distribution system, overhead	2,949.66	2,954.69	7,856.34	8,253.82	31,856.07
Distribution system, underground					
Line transformers	906.14	906.14	3,584.50	4,129.00	6,644.54
Meters	1,252.80	1,271.10	2,312.59	2,502.84	8,087.18
Street light equipment, regular	133.65	133.65	467.55	480.25	723.92
Street light equip., ornamental					
Misc. construction expense	535.92	535.92	366.39	366.39	4,457.13
Steam or hydraulic plant					
Old plant					9,929.60
Total plant	5,778.17	5,801.50	14,587.37	15,732.30	61,698.44
Bank and cash balance		69.02			170.00
Securities and investments					
Accounts receivable	271.36	271.36			745.69
Inventories					3,215.81
Sinking fund on local debentures					
Equity in Hydro systems	977.92	1,544.68			
Other assets					
Total assets	7,027.45	7,686.56	14,587.37	15,732.30	65,829.94
Deficit	1,525.75	2,127.27			
Total	8,553.20	9,813.83	14,587.37	15,732.30	65,829.94
LIABILITIES					
Debenture balance	4,595.22	4,484.30	5,672.73	5,402.82	49,642.56
Accounts payable	873.11	1,452.07	4,201.81	5,058.78	
Bank overdraft	46.19				7,387.70
Other liabilities					155.00
Total liabilities	5,514.42	5,936.37	9,874.54	10,461.60	57,185.26
RESERVES					
For depreciation	1,419.08	1,580.08	2,438.00	2,851.00	1,892.00
For equity in H.E.P.C. system	977.92	1,544.68			
Total reserves	2,397.00	3,124.76	2,438.00	2,851.00	1,892.00
SURPLUS					
Debentures paid	641.78	752.70	1,327.27	1,597.18	2,357.44
Local sinking fund					
Additional operating surplus			947.56	822.52	4,395.24
Total surplus	641.78	752.70	2,274.83	2,419.70	6,752.68
Total liabilities, reserves & surplus	8,553.20	9,813.83	14,587.37	15,732.30	65,829.94
Per cent of net debt to total assets	78.4	96.6	67.7	66.4	87.0

" A "—Continued

of Hydro Municipalities as at December 31, 1922

Port Colborne	Port Credit 1,119		Port Dalhousie 1,424		Port Dover 1,380	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	675.00	675.00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
35,963.76	10,203.96	11,541.85	4,501.10	8,268.40	17,685.88	18,735.76
.....	.....	.....	.....	.....	.....	.....
8,816.63	1,787.03	1,898.47	3,957.52	4,293.82	3,931.05	4,414.72
9,310.87	3,147.35	3,721.27	4,311.43	4,616.94	955.86	1,775.31
1,234.33	544.72	544.72	509.05	515.10	1,431.76	1,449.22
.....	.....	.....	.....	.....	.....	.....
5,278.29	626.31	626.31	1,491.16	1,574.96	930.93	2,180.10
.....	.....	.....	.....	.....	.....	.....
9,929.60	.....	.....	6,018.38	6,018.38	.....	.....
70,533.48	16,984.37	19,007.62	20,788.64	25,287.60	24,935.48	28,555.11
201.99	1,567.49	1,479.01	1,422.55	1,743.19	92.01	.....
.....	3,800.00	3,800.00	.....	.....	.....	.....
2,047.84	.....	.....	212.78	1,378.05	39.93	.....
5,233.13	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	167.98	.....	.....
446.65	455.91	1,006.71	834.33	972.72	.....	59.62
.....	.....	.....	.....	.....	.....	.....
78,463.09	22,807.77	25,293.34	23,258.30	29,549.54	25,067.42	28,614.73
.....	.....	.....	542.20	.....	.....	.....
78,463.09	22,807.77	25,293.34	23,800.50	29,549.54	25,067.42	28,614.73
48,039.52	6,676.13	5,896.04	14,928.67	19,422.08	21,000.00	19,824.01
16,408.92	405.69	1,192.99	1,497.37	1,284.67	3,485.72	6,121.61
1,264.58	.....	.....	.....	.....	.....	301.89
176.64	.....	.....	.....	.....	581.70	.....
65,889.66	7,081.82	7,089.03	16,426.04	20,706.75	25,067.42	26,247.51
2,985.00	5,069.94	5,129.54	3,968.80	2,944.34	.....	527.00
446.65	455.91	1,006.71	834.33	972.72	.....	59.62
3,431.65	5,525.85	6,136.25	4,803.13	3,917.06	.....	586.62
3,960.48	1,823.87	2,603.96	2,571.33	3,077.92	.....	1,175.99
.....	.....	.....	.....	167.98	.....	.....
5,181.30	8,376.23	9,464.10	.....	1,679.83	.....	604.61
9,141.78	10,200.10	12,068.06	2,571.33	4,925.73	.....	1,780.60
78,463.09	22,807.77	25,293.34	23,800.50	29,549.54	25,067.42	28,614.73
84.4	31.1	29.2	70.5	72.4	100.0	88.5

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Port Stanley		Preston		Princeton
Population	717		5,547		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	1,505.38	1,505.38	.....	.....	.....
Substation equipment	.....	.....	14,018.83	32,400.58	.....
Distribution system, overhead	14,532.87	15,131.34	51,748.76	54,677.50	2,002.42
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	4,932.28	5,609.30	23,515.69	31,917.23	296.86
Meters	2,889.21	3,013.80	18,770.93	24,118.34	552.14
Street light equipment, regular	766.67	903.93	3,476.90	3,558.17	116.30
Street light equip., ornamental	.....	.....	3,874.86	3,560.33	.....
Misc. construction expense	5,606.55	5,606.55	6,399.23	6,217.23	64.35
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	577.51	577.51	23,549.22	23,549.22	.....
Total plant	30,817.47	32,347.81	145,354.42	179,998.60	3,032.07
Bank and cash balance	745.95	2,769.81	1,689.01	50 00	476.43
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	2,115.47	890.86	1,380.58	3,350.53	521.77
Inventories	276.03	181.55	.....	.....	38.64
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	2,718.56	4,096.40	8,735.89	15,501.92	372.15
Other assets	.....	.....	.....	.....	.....
Total assets	36,666.48	40,286.43	157,159.90	198,901.05	4,441.06
Deficit	.....	.....	.....	.....	1,316.64
Total	36,666.48	40,286.43	157,159.90	198,901.05	5,757.70
LIABILITIES					
Debenture balance	15,049.59	14,569.34	56,651.70	55,922.29	3,114.93
Accounts payable	474.17	8.90	4,021.00	4,585.96	1,033.55
Bank overdraft	.....	.....	.....	31,801.37	.....
Other liabilities	.....	5.00	.....	.....	.....
Total liabilities	15,523.76	14,583.24	60,672.70	92,309.62	4,148.48
RESERVES					
For depreciation	7,265.25	8,063.25	35,125.96	37,133.14	802.00
For equity in H.E.P.C. system	2,718.56	4,096.40	8,735.89	15,501.92	372.15
Total reserves	9,983.81	12,159.65	43,861.85	52,635.06	1,174.15
SURPLUS					
Debentures paid	3,900.41	4,380.66	32,213.81	36,818.08	435.07
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	7,258.50	9,162.88	20,411.54	17,138.29	.....
Total surplus	11,158.91	13,543.54	52,625.35	53,956.37	435.07
Total liabilities, reserves & surplus	36,666.48	40,286.43	157,159.90	198,901.05	5,757.70
Per cent of net debt to total assets	42.3	40.3	38.7	50.3	93.5

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Police Vil.	Queenston Police Vil.		Ridgetown 2,267		Riverside 3,000	Rockwood Police Vil.	
1922	1921	1922	1921	1922	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	.....	79 00	79 00
.....	.....	.....	889.25	889.26	.....	.....	.....
2,620.27	6,006.62	6,035.76	11,338.25	11,736.22	25,222.02	5,536.74	5,684.57
.....	.....	.....	.....	.....	.....	.....	.....
296.86	811.89	1,027.48	4,383.72	4,591.75	7,360.86	1,211.93	1,211.93
610.14	772.48	909.31	5,043.74	5,495.72	5,386.92	1,521.21	1,619.75
116.30	395.59	395.59	896.88	896.88	.....	316.46	410.51
.....	.....	.....	1,319.10	1,319.10	.....	.....	.....
64.35	1,948.71	1,948.71	363.25	513.25	237.00	308.05	308.05
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	5,128.46	5,128.46	.....	.....	.....
3,707.92	9,935.29	10,316.85	29,362.66	30,570.64	38,206.80	8,973.39	9,313.81
740.19	615.51	542.74	3,453.31	8,392.15	.....	68.62	148.83
.....	.....	.....	8,500.00	8,500.00	.....	.....	.....
38.64	50.75	9.49	1,472.71	793.38	1,450.28	311.59	311.59
.....	12.83	.....	4,155.57	3,290.37	.....	177.80	264.71
.....	.....	.....	.....	.....	.....	.....	.....
580.01	.....	58.92	730.62	2,014.61	.....	627.27	1,026.07
.....	.....	.....	.....	.....	.....	.....	.....
5,066.76	10,614.38	10,928.00	47,674.87	53,561.15	39,657.08	10,158.67	11,065.01
992.31	.....	.....	.....	.....	.....	.....	.....
6,059.07	10,614.38	10,928.00	47,674.87	53,561.15	39,657.08	10,158.67	11,065.01
3,039.75	8,000.00	7,782.52	14,697.74	13,754.34	29,500.00	.....	.....
1,070.78	2,039.75	2,127.32	.....	.....	7,702.45	1,585.67	678.83
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1,319.00	1,319.10	.....	.....	.....
4,110.53	10,039.75	9,909.84	16,016.74	15,073.44	37,202.45	1,585.67	678.83
858.28	.....	167.00	4,864.00	5,518.00	1,171.69	2,513.00	2,772.90
580.01	.....	58.92	730.62	2,014.61	.....	627.27	1,026.07
1,438.29	.....	225.92	5,594.62	7,532.61	1,171.69	3,140.27	3,798.97
510.25	.....	217.48	4,758.35	5,701.65	.....	2,000.00	2,000.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	574.63	574.76	21,305.16	25,253.45	1,282.94	3,432.73	4,587.21
510.25	574.63	792.24	26,063.51	30,955.10	1,282.94	5,432.73	6,587.21
6,059.07	10,614.38	10,928.00	47,674.87	53,561.15	39,657.08	10,158.67	11,065.01
91.6	94.5	91.1	33.6	29.2	94.0	15.5	6.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Rodney		St. Catharines		St. Clair Beach
Population	756		20,961		82
	1921	1922	1921	1922	1922
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			38,247.02	36,786.77	
Substation equipment			69,419.56	68,425.61	
Distribution system, overhead	6,034.78	6,311.57	143,546.52	147,827.08	4,708.54
Distribution system, underground					
Line transformers	1,421.85	1,494.68	49,386.41	55,632.49	833.69
Meters	2,039.48	2,379.36	46,545.48	50,279.53	450.43
Street light equipment, regular	528.94	569.24	10,724.25	13,493.18	
Street light equip., ornamental			11,227.12	24,521.46	
Misc. construction expense	679.09	695.00	36,516.91	38,192.45	
Steam or hydraulic plant					
Old plant	700.00	700.00			
Total plant	11,404.14	12,149.85	405,613.27	435,158.57	5,992.66
Bank and cash balance	318.79	614.79	1,910.13	1,316.41	
Securities and investments		2,000.00			
Accounts receivable	2,842.10	1,370.79	13,684.84	19,413.78	3,854.42
Inventories			1,546.09	835.05	
Sinking fund on local debentures			21,785.16	25,172.14	
Equity in Hydro systems		176.52	1,329.92	2,748.88	
Other assets					
Total assets	14,565.03	16,311.95	445,869.41	484,644.83	9,847.08
Deficit					2.04
Total	14,565.03	16,311.95	445,869.41	484,644.83	9,849.12
LIABILITIES					
Debenture balance	7,845.12	7,691.76	214,872.39	210,741.94	6,341.45
Accounts payable			20,793.27	36,840.77	3,507.67
Bank overdraft					
Other liabilities			10,407.20	24,521.46	
Total liabilities	7,845.12	7,691.76	246,072.86	272,104.17	9,849.12
RESERVES					
For depreciation	1,481.00	1,747.00	59,488.44	65,680.30	
For equity in H.E.P.C. system		176.52	1,329.92	2,748.88	
Total reserves	1,481.00	1,923.52	60,818.36	68,429.18	
SURPLUS					
Debentures paid	654.88	808.24	17,150.52	21,280.97	
Local sinking fund			21,785.16	25,172.14	
Additional operating surplus	4,584.03	5,888.43	100,042.51	97,658.37	
Total surplus	5,238.91	6,696.67	138,978.19	144,111.48	
Total liabilities, reserves & surplus	14,565.03	16,311.95	445,869.41	484,644.83	9,849.12
Per cent of net debt to total assets	53.8	47.2	55.3	56.4	100.0

"A"—Continued

of Hydro Municipalities as at December 31, 1922

St. George Police Vil.		St. Jacobs Police Vil.		St. Marys 4,039		St. Thomas 17,892	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	3,000.00	3,000.00	39,537.40	41,969.65
.....	.....	.....	.....	23,305.78	23,878.71	69,697.91	78,618.25
3,195.53	3,408.70	3,524.40	3,814.82	32,466.25	35,750.80	86,473.97	88,116.01
.....	.....	.....	.....	.....	.....	9,974.22	11,805.54
1,175.69	1,175.69	904.72	1,072.92	11,855.98	13,333.10	27,840.96	33,031.68
1,345.34	1,423.95	1,132.00	1,240.71	14,932.57	15,942.18	45,906.72	48,176.89
218.11	228.77	263.53	276.56	2,217.66	2,457.99	13,122.03	13,138.22
.....	.....	.....	.....	.....	.....	7,538.63	7,538.63
374.18	374.18	452.22	452.22	3,432.60	3,304.86	5,905.10	7,535.17
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	20,696.85	20,696.85	.....	.....
6,308.85	6,611.29	6,276.87	6,857.23	111,907.69	118,364.49	305,996.94	329,930.04
70.73	1,169.83	1,055.89	737.80	.....	.....	2,697.77	987.12
5,000.00	5,000.00	3,000.00	3,000.00	.....	.....	33,306.81	19,706.81
256.47	633.54	298.73	538.76	2,376.93	6,026.64	23,240.53	30,499.86
405.20	321.80	.....	.....	2,568.37	3,540.43	26,331.80	20,875.50
.....	.....	.....	.....	4,868.51	5,414.11	.....	.....
215.34	665.18	.....	200.45	7,458.60	11,826.74	20,231.24	31,919.04
.....	.....	.....	.....	.....	.....	.....	.....
12,256.59	14,401.64	10,631.49	11,334.24	129,180.10	145,172.41	411,805.09	433,918.37
.....	.....	.....	.....	.....	.....	.....	.....
12,256.59	14,401.64	10,631.49	11,334.24	129,180.10	145,172.41	411,805.09	433,918.37
5,315.19	5,194.69	5,252.70	5,039.51	44,037.20	41,757.81	91,426.76	86,319.25
71.71	50.43	105.45	134.00	326.42	541.07	22,026.64	28,259.07
.....	.....	.....	.....	1,957.90	9,362.58	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
5,386.90	5,245.12	5,358.15	5,173.51	46,321.52	51,661.46	111,453.40	114,578.32
1,372.00	1,549.00	944.00	1,104.00	28,293.72	30,209.18	66,955.36	65,222.91
215.34	665.18	.....	200.45	7,458.60	11,826.74	20,231.24	31,919.04
1,587.34	2,214.18	944.00	1,304.45	35,752.32	42,035.92	87,186.60	97,141.95
684.81	805.31	747.30	960.49	35,209.82	37,489.21	51,657.67	56,765.18
.....	.....	.....	.....	4,868.51	5,414.11	.....	.....
4,597.54	6,137.03	3,582.04	3,895.79	7,027.93	8,571.71	161,507.42	165,432.92
5,282.35	6,942.34	4,329.34	4,856.28	47,106.26	51,475.03	213,165.09	222,198.10
12,256.59	14,401.64	10,631.49	11,334.24	129,180.10	145,172.41	411,805.09	433,918.37
43.9	38.2	50.4	46.8	35.8	38.8	27.1	28.5

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Sarnia		Scarboro Township		Seaforth
Population	14,905				1,950
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	67,232.67	75,247.75	.....	.....	1,251.57
Substation equipment	85,016.46	85,100.34	.....	.....	5,995.27
Distribution system, overhead	118,125.29	124,458.08	24,468.50	53,122.33	22,561.59
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	58,366.12	66,199.71	7,975.82	11,559.19	6,474.14
Meters	45,307.09	50,294.89	12,751.93	16,810.21	6,519.82
Street light equipment, regular	4,796.01	4,801.81	4,448.02	5,444.33	1,055.71
Street light equip., ornamental	7,482.11	7,482.11	.....	.....	.....
Misc. construction expense	19,215.34	19,123.87	862.05	862.05	355.98
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	56,249.50	56,249.50	.....	.....	.....
Total plant	461,790.59	488,958.06	50,506.32	87,798.11	44,214.08
Bank and cash balance	3,650.62	594.21	4,650.82	2,533.69	665.39
Securities and investments	.....	.....	.....	.....	11,000.00
Accounts receivable	37,890.12	16,404.16	2,770.40	4,098.57	3,591.12
Inventories	6,607.88	22,058.57	.....	.....	3,091.75
Sinking fund on local debentures	.....	.....	.....	.....	5,351.67
Equity in Hydro systems	.....	14,142.76	2,046.48	3,173.00	7,971.16
Other assets	.....	.....	.....	.....	.....
Total assets	509,939.21	542,157.76	59,974.02	97,603.37	75,885.17
Deficit	.....	.....	72.78	.....	.....
Total	509,939.21	542,157.76	60,046.80	97,603.37	75,885.17
LIABILITIES					
Debenture balance	268,819.05	258,907.19	39,781.85	38,510.53	25,000.00
Accounts payable	19,931.95	15,156.51	7,796.49	23,649.16	.....
Bank overdraft	.....	.....	.....	7,937.41	.....
Other liabilities	14,008.23	9,871.67	1,625.83	4,825.95	.....
Total liabilities	302,759.23	283,935.37	49,204.17	74,923.05	25,000.00
RESERVES					
For depreciation	47,791.00	57,040.00	6,078.00	8,153.50	14,746.25
For equity in H.E.P.C. system	.....	14,142.76	2,046.48	3,173.00	7,971.16
Total reserves	47,791.00	71,182.76	8,124.48	11,326.50	22,717.41
SURPLUS					
Debentures paid	29,180.95	39,092.81	2,718.15	3,989.47	.....
Local sinking fund	.....	.....	.....	.....	5,351.67
Additional operating surplus	130,208.03	147,946.82	.....	7,364.35	22,816.09
Total surplus	159,388.98	187,039.63	2,718.15	11,353.82	28,167.76
Total liabilities, reserves & surplus	509,939.21	542,157.76	60,046.80	97,603.37	75,885.17
Per cent of net debt to total assets	59.4	53.7	82.0	79.4	32.9

" A "—Continued

of Hydro Municipalities as at December 31, 1922

Seaforth	Simcoe		Springfield		Stamford Township	
	3,951		432			
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,251.57	1,496.75	1,996.22	.....	.....	3,040.54	5,790.86
5,995.27	5,611.99	5,611.99	.....	.....	5,632.21	14,708.86
24,935.14	20,141.33	21,978.89	4,158.22	4,257.52	32,819.69	40,389.47
.....	.....	.....	.....	.....	.....	.....
7,138.18	8,569.68	9,616.45	671.74	671.74	10,855.36	13,888.15
6,848.07	6,201.31	7,350.31	863.76	940.04	8,377.59	10,500.00
1,055.71	1,673.24	1,764.14	269.42	269.42	1,624.87	3,437.79
.....	2,527.16	2,527.16	.....	.....	.....	.....
355.98	3,836.57	3,880.65	675.08	675.08	6,166.13	7,374.48
.....	.....	.....	.....	.....	.....	.....
.....	927.92	927.92	.....	.....	15,127.16	13,743.66
47,579.92	50,985.95	55,653.73	6,638.22	6,813.80	83,643.55	109,833.27
1,696.69	.....	.....	224.78	272.73	.....	1,101.14
9,000.00	11,000.00	6,000.00	.....	.....	.....	.....
1,191.30	1,489.97	2,039.87	.....	135.83	4,867.31	824.16
5,354.95	.....	.....	.....	.....	.....	4,136.75
6,011.48	.....	.....	.....	.....	.....	.....
10,395.00	284.71	1,347.03	.....	80.85	.....	1,306.51
.....	.....	.....	.....	.....	.....	.....
81,229.34	63,760.63	65,040.63	6,863.00	7,303.21	88,510.86	117,201.83
.....	.....	.....	.....	.....	.....	.....
81,229.34	63,760.63	65,040.63	6,863.00	7,303.21	88,510.86	117,201.83
25,000.00	35,434.90	34,631.60	2,803.35	2,296.00	45,033.04	72,734.60
2,059.86	1,361.14	685.87	381.92	95.12	22,198.73	18,343.42
.....	1,899.54	392.42	.....	.....	2,111.05	.....
.....	3,500.00	3,500.00	.....	.....	9.00	185.00
27,059.86	42,195.58	39,209.89	3,185.27	2,391.12	69,351.82	91,263.02
14,936.25	7,727.57	9,053.57	.....	.....	7,003.48	8,451.49
10,395.00	284.71	1,347.03	.....	80.85	.....	1,306.51
25,331.25	8,012.28	10,400.60	.....	80.85	7,003.48	9,758.00
.....	.....	803.30	2,196.65	2,704.00	2,966.96	5,265.40
6,011.48	.....	.....	.....	.....	.....	.....
22,826.75	13,552.77	14,626.84	1,481.08	2,127.24	9,188.60	10,915.41
28,838.23	13,552.77	15,430.14	3,677.73	4,831.24	12,155.56	16,180.81
81,229.34	63,760.63	65,040.63	6,863.00	7,303.21	88,510.86	117,201.83
38.1	66.2	61.6	46.4	33.1	78.4	78.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Stratford		Strathroy		Tavistock
Population	17,611		2,627		1,003
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	82,729.04	93,356.55	1,070.00	1,070.00	234.02
Substation equipment	60,565.85	71,401.13	8,061.36	8,077.21	.....
Distribution system, overhead	118,078.44	123,423.52	23,711.60	25,812.68	6,406.49
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	36,633.32	48,026.67	11,989.18	12,568.51	1,680.01
Meters	54,682.90	63,447.63	9,379.04	10,141.61	2,737.64
Street light equipment, regular	6,114.96	6,114.96	1,566.10	1,566.10	711.93
Street light equip., ornamental	11,075.05	11,075.05	.....	.....	.....
Misc. construction expense	13,466.05	13,360.08	694.30	694.30	570.89
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	16,260.00	16,260.00	12,343.15	12,343.15	.....
Total plant	399,605.61	446,465.59	68,814.73	72,273.56	12,340.98
Bank and cash balance	630.51	5,177.56	137.79	1,099.62	3,387.76
Securities and investments	23,000.00	23,000.00	3,000.00	3,000.00	7,050.00
Accounts receivable	14,557.56	54,686.53	368.74	368.40	1,118.77
Inventories	6,093.55	20,893.52	11,342.02	13,511.16	286.13
Sinking fund on local debentures	44,661.46	52,659.30	.....	.....	.....
Equity in Hydro systems	18,587.51	29,933.06	1,304.68	5,040.49	.....
Other assets	.....	.....	.....	.....	.....
Total assets	507,136.20	632,815.56	84,967.96	95,293.23	24,183.64
Deficit	.....	.....	.....	.....	.....
Total	507,136.20	632,815.56	84,967.96	95,293.23	24,183.64
LIABILITIES					
Debenture balance	222,000.00	362,000.00	36,641.66	34,963.01	5,500.97
Accounts payable	21,587.36	1,272.74	.....	.....	.....
Bank overdraft	24,000.00	.....	.....	.....	.....
Other liabilities	.....	6,000.00	.....	.....	.....
Total liabilities	267,587.36	369,272.74	36,641.66	34,963.01	5,500.07
RESERVES					
For depreciation	81,804.92	87,334.58	11,955.00	13,474.97	2,135.00
For equity in H.E.P.C. system	18,587.51	29,933.06	1,304.68	5,040.49	.....
Total reserves	100,392.43	117,267.64	13,259.68	18,515.46	2,135.00
SURPLUS					
Debentures paid	43,800.00	43,800.00	9,590.34	11,268.99	499.03
Local sinking fund	44,661.46	52,659.30	.....	.....	.....
Additional operating surplus	50,694.95	49,815.88	25,476.28	30,545.77	16,048.64
Total surplus	139,156.41	146,275.18	35,066.62	41,814.76	16,547.67
Total liabilities, reserves & surplus	507,136.20	632,815.56	84,967.96	95,293.23	24,183.64
Per cent of net debt to total assets	52.7	61.2	43.2	38.8	22.7

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Tavistock	Tecumseh	Thamesford Police Village		Thamesville		Thedford
	1,019			817		583
1922	1922	1921	1922	1921	1922	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
234.02	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
7,143.36	17,971.48	4,546.87	4,972.70	5,003.58	5,394.18	7,278.07
.....	.....	.....	.....	.....	.....	.....
1,680.01	3,442.38	2,061.98	2,075.36	2,448.34	2,448.34	1,328.45
3,526.36	3,932.09	1,221.19	1,389.29	2,143.88	2,429.99	1,603.33
711.93	.....	176.85	176.85	325.94	325.94	843.20
.....	.....	.....	.....	.....	.....	.....
570.89	774.50	214.02	214.02	561.75	561.75	1,530.81
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	4,232.38	4,232.38	433.78
13,866.57	26,120.45	8,220.91	8,828.22	14,715.87	15,392.58	13,017.64
632.59	.....	1,476.61	1,920.88	1,317.25	4,449.09	3,319.74
8,631.47	.....	.....	.....	.....	.....	.....
2,417.48	309.12	218.21	1,187.45	984.48	1,320.99	174.58
249.42	.....	26.30	10.05	425.28	425.28	.....
.....	.....	.....	.....	.....	.....	.....
1,210.83	.....	614.55	1,299.22	369.27	879.09	15.60
.....	.....	.....	.....	7.77	.....	.....
27,008.36	26,429.57	10,556.58	13,245.82	17,819.92	22,467.03	16,527.56
.....	1,094.89	.....	.....	.....	.....	.....
27,008.36	27,524.46	10,556.58	13,245.82	17,819.92	22,467.03	16,527.56
5,385.71	18,048.73	4,414.80	4,174.62	9,452.92	9,115.03	16,051.45
.....	8,397.84	.....	320.51	.....	.....	7.29
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
5,385.71	26,446.57	4,414.80	4,495.13	9,452.92	9,115.03	16,058.74
2,469.00	626.62	2,173.69	2,425.69	2,414.86	2,660.19	.....
1,210.83	.....	614.55	1,299.22	369.27	879.09	15.60
3,679.83	626.62	2,788.24	3,724.91	2,784.13	3,539.28	15.60
614.29	451.27	943.23	1,183.41	1,734.88	2,072.77	448.55
.....	.....	.....	.....	.....	.....	.....
17,328.53	.....	2,410.31	3,842.37	3,847.99	7,739.95	4.67
17,942.82	451.27	3,353.54	5,025.78	5,582.87	9,812.72	453.22
27,008.36	27,524.46	10,556.58	13,245.82	17,819.92	22,467.03	16,527.56
20.8	100.0	41.7	37.6	53.0	42.3	97.1

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Thorndale Police Vil.		Thorold		Tilbury
Population			5,243		1,851
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					957.46
Substation equipment					
Distribution system, overhead	2,171.10	2,171.10	18,506.43	20,264.56	6,607.56
Distribution system, underground					
Line transformers	939.20	1,218.03	5,594.34	7,316.98	3,966.51
Meters	1,029.02	1,029.02	11,970.39	12,797.07	3,265.80
Street light equipment, regular	80.36	80.36	1,530.68	1,572.48	237.09
Street light equip., ornamental					
Misc. construction expense	305.63	305.63	3,800.00	3,963.15	1,159.48
Steam or hydraulic plant			13,075.00	14,916.41	
Old plant					3,053.47
Total plant	4,525.31	4,804.14	54,476.84	60,830.65	19,247.37
Bank and cash balance	472.74	762.56	384.25		
Securities and investments					
Accounts receivable			862.39	293.57	
Inventories	39.97	29.07	281.10	8.47	
Sinking fund on local debentures					
Equity in Hydro systems	1,050.81	1,570.99		150.94	513.89
Other assets					
Total assets	6,088.83	7,166.76	56,004.58	61,283.63	19,761.26
Deficit	338.62				267.79
Total	6,427.45	7,166.76	56,004.58	61,283.63	20,029.05
LIABILITIES					
Debenture balance	2,602.22	2,468.57			12,286.55
Accounts payable	1,356.50	1,440.20	2,103.54	1,347.94	2,638.05
Bank overdraft				188.81	31.11
Other liabilities				835.50	
Total liabilities	3,958.72	3,908.77	2,103.54	2,372.25	14,955.71
RESERVES					
For depreciation	933.66	1,057.66	16,579.00	17,781.77	2,846.00
For equity in H.E.P.C. system	1,050.81	1,570.99		150.94	513.89
Total reserves	1,984.47	2,628.65	16,579.00	17,932.71	3,359.89
SURPLUS					
Debentures paid	484.26	617.91			1,713.45
Local sinking fund					
Additional operating surplus		11.43	37,322.04	40,978.67	
Total surplus	484.26	629.34	37,322.04	40,978.67	1,713.45
Total liabilities, reserves & surplus	6,427.45	7,166.76	56,004.58	61,283.63	20,029.05
Per cent of net debt to total assets	65.0	69.9	3.7	3.9	76.0

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Tilbury	Tillsonburg 3,027		Toronto 522,942		Toronto & Niagara Power Co'y.	Toronto Twp.	
1922	1921	1922	1921	1922	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
957.46	2,224.27	2,224.27	1,701,146.65	1,361,987.38	.....	.....	.....
.....	14,095.77	13,875.77	2,022,680.78	2,719,597.75	.....	.....	.....
6,783.41	27,953.99	29,867.59	3,407,521.69	3,853,261.82	.....	29,564.37	86,031.95
.....	.....	.....	1,051,715.82	1,118,283.91	.....	.....	.....
4,560.25	7,723.49	7,856.77	937,604.29	1,126,075.63	.....	11,976.79	16,872.36
3,726.43	7,895.51	8,579.39	1,164,537.00	1,346,538.27	.....	8,226.50	10,079.05
338.50	2,261.84	2,532.52	727,541.22	761,302.90	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
1,159.48	718.50	718.50	2,043,767.01	2,247,233.88	.....	1,177.17	290.24
.....	.....	.....	38,517.07	.....	.....	.....	.....
3,051.47	.....	.....	17,810.86	33,967.96	7,049,288.18	619.65	619.65
20,577.00	62,873.37	65,654.81	13,112,842.39	14,568,249.50	7,049,288.18	51,564.48	113,893.25
.....	3,365.36	1,628.68	562,225.87	250,538.39	194,307.70	.....	12,077.88
.....	9,000.00	13,000.00	.....	.....	.....	.....	.....
2,106.73	2,906.19	3,619.50	612,946.27	1,727,459.20	388,921.93	3,572.55	5,202.97
.....	1,828.52	1,942.68	786,212.80	747,682.56	244,966.68	.....	.....
.....	3,950.33	4,535.73	1,239,614.21	1,392,852.88	482,881.12	.....	.....
1,448.65	7,193.69	9,881.73	243,279.95	495,823.30	.....	6,643.71	1,722.38
.....	.....	.....	.....	12,948.69	1,904.73	.....	.....
24,132.38	91,117.46	100,263.13	16,557,121.49	19,195,554.52	8,362,270.34	61,780.74	132,896.48
.....	.....	.....	.....	.....	.....	.....	.....
24,132.38	91,117.46	100,263.13	16,557,121.49	19,195,554.52	8,362,270.34	61,780.74	132,896.48
11,930.70	28,681.79	27,749.84	10,737,923.27	11,238,650.51	6,376,000.00	9,724.53	76,261.78
.....	3,403.58	4,439.85	600,863.78	1,741,150.98	140,182.19	9,922.11	995.00
292.33	.....	.....	.....	.....	.....	254.46	.....
.....	.....	.....	505,608.73	.....	30,998.71	.....	.....
12,223.03	32,085.37	32,189.69	11,844,395.78	12,979,801.49	6,547,180.90	19,901.10	77,256.78
3,273.00	18,459.32	19,479.32	2,372,302.10	2,633,039.05	482,208.32	21,852.93	24,281.48
1,448.65	7,193.69	9,881.73	243,279.95	495,823.30	.....	6,643.71	1,722.38
4,721.65	25,653.01	29,361.05	2,615,582.05	3,128,862.35	482,208.32	28,496.64	26,003.86
2,069.30	7,318.21	8,250.16	312,076.73	434,349.49	850,000.00	2,275.47	2,738.22
.....	3,950.33	4,535.73	1,239,614.21	1,392,852.88	482,881.12	.....	.....
5,118.40	22,110.54	25,926.50	545,452.72	1,259,688.31	.....	11,107.53	26,897.62
7,187.70	33,379.08	38,712.39	2,097,143.66	3,086,890.68	1,332,881.12	13,383.00	29,635.84
24,132.38	91,117.46	100,263.13	16,557,121.49	19,195,554.52	8,362,270.34	61,780.74	132,896.48
53.9	35.1	35.6	71.5	69.4	78.2	32.2	59.2

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Townsend Township		Vaughan Township		Walkerville
Population					7,303
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					25,104.11
Substation equipment					57,391.73
Distribution system, overhead	853.71	853.71	3,727.12	4,087.58	47,296.93
Distribution system, underground					
Line transformers	1,154.45	1,250.09	3,170.69	3,283.10	34,333.12
Meters	269.74	269.74	1,481.10	2,187.09	36,261.45
Street light equipment, regular			122.54	122.54	
Street light equip., ornamental					51,000.00
Misc. construction expense	85.55	85.55	499.90	499.90	33,982.18
Steam or hydraulic plant					*61,050.79
Old plant					18,335.05
Total plant	2,363.45	2,459.09	9,001.35	10,180.21	364,755.36
Bank and cash balance			1,360.53	78.00	50.00
Securities and investments					
Accounts receivable	1,242.55	140.91	1,046.29	399.58	65,650.91
Inventories					18,003.48
Sinking fund on local debentures					
Equity in Hydro systems	301.02	374.26	1,526.82	1,984.05	29,416.53
Other assets					1,553.82
Total assets	3,907.02	2,974.26	12,934.99	12,641.84	479,430.10
Deficit			3,492.98	3,954.08	
Total	3,907.02	2,974.26	16,427.97	16,595.92	479,430.10
LIABILITIES					
Debenture balance	2,374.98	2,290.80	7,340.80	7,091.90	170,489.74
Accounts payable			4,968.53	3,911.07	15,913.52
Bank overdraft					28,293.77
Other liabilities				48.18	51,000.00
Total liabilities	2,374.98	2,290.80	12,309.33	11,051.15	265,697.03
RESERVES					
For depreciation	1,006.00		1,932.62	2,652.62	48,466.00
For equity in H.E.P.C. system	301.02	374.26	1,526.82	1,984.05	29,416.53
Total reserves	1,307.02	374.26	3,459.44	4,636.67	77,882.53
SURPLUS					
Debentures paid	225.02	309.20	659.20	908.10	23,769.26
Local sinking fund					1,437.54
Additional operating surplus					110,643.74
Total surplus	225.02	309.20	659.20	908.10	135,850.54
Total liabilities, reserves & surplus	3,907.02	2,974.26	16,427.97	16,595.92	479,430.10
Per cent of net debt to total assets	60.8	88.1	85.4	105.6	55.5

*Includes Ford City and Sandwich East.

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Walkerville	Wallaceburg 3,921		Wardsville 212		Waterdown 815	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
115,734.07	1,735.58	1,735.58	.....	.....	.....	200.00
66,590.05	2,234.15	2,332.26	.....	.....	.....	.....
59,812.22	28,996.55	30,092.15	4,487.90	4,357.25	9,037.72	9,478.67
.....	.....	.....	.....	.....	.....	.....
39,425.69	15,868.00	16,520.65	601.14	601.14	1,751.00	1,929.80
38,647.95	12,449.19	12,950.24	568.50	546.12	2,908.86	3,307.85
.....	1,723.26	2,089.26	489.73	489.73	199.07	207.98
51,000.00	.....	.....	.....	.....	.....	.....
33,269.13	5,965.94	6,008.74	488.73	488.73	100.34	100.34
2,986.49	.....	.....	.....	.....	.....	.....
18,335.05	19,485.49	19,485.49	193.94	193.94	.....	.....
425,800.65	88,458.16	91,214.37	6,829.94	6,676.91	13,996.99	15,224.64
50.00	1,003.63	11,409.14	1,227.24	1,936.64	3,466.95	2,874.00
.....	.....	.....	.....	.....	3,500.00	3,500.00
94,395.92	24,301.87	25,889.13	.....	.....	.....	284.80
37,210.28	6,811.06	5,533.48	.....	.....	35.00	35.00
.....	.....	.....	.....	.....	.....	.....
45,323.26	1,727.78	6,031.76	.....	14.50	1,406.13	2,127.14
3,989.59	178.96	.....	.....	.....	.....	.....
606,769.70	122,481.46	140,077.88	8,057.18	8,628.05	22,405.07	24,045.58
.....	.....	.....	.....	.....	.....	.....
606,769.70	122,481.46	140,077.88	8,057.18	8,628.05	22,405.07	24,045.58
218,338.47	65,767.82	64,283.81	7,562.40	7,344.92	5,037.15	4,570.67
34,781.20	2,646.25	3,707.83	72.33	357.98	155.77	3.02
63,981.87	.....	.....	.....	.....	.....	.....
53,646.60	.....	69.00	.....	.....	.....	.....
370,748.14	68,414.07	68,060.64	7,634.73	7,702.90	5,192.92	4,573.69
48,834.52	12,343.15	14,089.15	.....	120.00	8,113.48	8,704.48
45,323.26	1,727.78	6,031.76	.....	14.50	1,406.13	2,127.14
94,157.78	14,070.93	20,120.91	.....	134.50	9,519.61	10,831.62
30,920.53	5,768.76	7,252.77	.....	217.48	2,962.85	3,429.33
.....	.....	.....	.....	.....	.....	.....
110,943.25	34,227.70	44,643.56	422.45	573.17	4,729.69	5,210.94
141,863.78	39,996.46	51,896.33	422.45	790.65	7,692.54	8,640.27
606,769.70	122,481.46	140,077.88	8,057.18	8,628.05	22,405.07	24,045.58
66.0	56.0	50.8	94.7	89.2	23.2	20.9

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	Waterford		Waterloo		Waterloo
Population	1,112		5,976		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			13,489.34	13,489.34	
Substation equipment			49,709.32	49,794.43	
Distribution system, overhead	7,715.29	8,338.54	44,956.55	49,807.26	334.38
Distribution system, underground					
Line transformers	3,301.87	3,517.10	14,599.93	18,777.65	1,015.13
Meters	2,899.98	3,343.58	17,595.34	19,498.92	355.49
Street light equipment, regular	1,688.83	1,721.08	5,760.95	5,854.90	
Street light equip., ornamental					
Misc. construction expense	442.53	442.53	4,273.63	4,039.63	33.88
Steam or hydraulic plant			2,483.64		
Old plant	607.69	607.69	14,529.03	26,860.67	
Total plant	16,656.19	17,970.52	177,395.73	188,122.80	1,738.88
Bank and cash balance	67.53	810.26	6,822.06	1,022.27	
Securities and investments	3,000.00	3,000.00			
Accounts receivable	312.10	6.74	5,319.75	6,674.75	
Inventories			6,026.74	6,415.83	
Sinking fund on local debentures			3,456.00	3,744.00	
Equity in Hydro systems	260.46	1,104.40	7,823.50	12,951.62	
Other assets					
Total assets	20,296.28	22,891.92	206,843.78	218,931.27	1,738.88
Deficit					
Total	20,296.28	22,891.92	206,843.78	218,931.27	1,738.88
LIABILITIES					
Debenture balance			94,529.54	91,945.69	
Accounts payable	740.46	242.76	3,249.59	5,702.39	1,738.88
Bank overdraft					
Other liabilities	1,006.00				
Total liabilities	1,746.46	242.76	97,779.13	97,648.08	1,738.88
RESERVES					
For depreciation	1,484.40	3,155.40	43,052.63	46,555.09	
For equity in H.E.P.C. system	260.46	1,104.40	7,823.50	12,951.62	
Total reserves	1,744.86	4,259.80	50,876.13	59,506.71	
SURPLUS					
Debentures paid	7,745.53	7,745.53	11,470.46	14,054.31	
Local sinking fund			3,456.00	3,744.00	
Additional operating surplus	9,059.43	10,643.83	43,262.06	43,978.17	
Total surplus	16,804.96	18,389.36	58,188.52	61,776.48	
Total liabilities, reserves & surplus	20,296.28	22,891.92	206,843.78	218,931.27	1,738.88
Per cent of net debt to total assets	8.6	1.1	47.2	47.4	100.0

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Township	Watford		Welland		Wellesley Police Village	
	1,039		8,880			
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	27,977.28	27,978.19	.....	.....
.....	.....	.....	49,160.74	49,403.70	.....	.....
334.38	8,008.99	8,928.63	102,108.17	107,066.55	4,363.44	5,030.72
.....	.....	.....	.....	.....	.....	.....
1,015.13	2,489.96	2,816.11	26,131.54	28,795.44	1,311.47	1,499.76
355.49	2,810.81	3,183.70	26,354.99	28,675.11	1,266.99	1,587.90
.....	520.67	597.42	4,112.61	4,537.55	386.55	425.70
.....	.....	.....	.....	.....	.....	.....
33.88	1,305.70	1,305.70	13,017.21	12,810.80	128.57	128.57
.....	.....	.....	.....	.....	.....	.....
.....	657.44	657.44	.....	.....	.....	.....
1,738.88	15,793.57	17,489.00	248,862.54	259,267.34	7,457.02	8,672.65
.....	.....	147.02	961.54	100.00	4,110.59	2,748.08
.....	.....	.....	.....	.....	.....	.....
.....	.....	1,189.12	54,651.84	71,254.76	38.66	.....
.....	.....	.....	6,711.41	3,838.05	.....	54.31
.....	.....	.....	31,475.39	35,597.72	.....	.....
681.23	.....	189.59	4,628.01	6,163.41	.....	756.95
.....	.....	.....	4,143.24	4,368.34	.....	.....
2,420.11	15,793.57	19,014.73	351,433.97	380,589.62	11,606.27	12,231.99
.....	.....	.....	.....	1,542.31	.....	.....
2,420.11	15,793.57	19,014.73	351,433.97	382,131.93	11,606.27	12,231.99
.....	8,024.54	7,629.10	200,000.00	199,048.54	6,365.29	6,077.86
1,738.88	929.51	595.37	28,383.98	50,164.81	.....	193.12
.....	170.47	.....	9,797.35	6,354.53	.....	.....
.....	.....	.....	16,143.24	26,968.59	.....	.....
1,738.88	9,124.52	8,224.47	254,324.57	282,536.47	6,365.29	6,270.98
.....	1,993.00	1,892.67	51,431.97	56,882.87	1,517.00	1,735.00
681.23	.....	189.59	4,628.01	6,163.41	.....	756.95
681.23	1,993.00	2,082.26	56,059.98	63,046.28	1,517.00	2,491.95
.....	1,688.67	2,084.11	.....	951.46	1,134.71	1,422.14
.....	.....	.....	31,475.39	35,597.72	.....	.....
.....	2,987.38	6,623.89	9,574.03	.....	2,589.27	2,046.92
.....	4,676.05	8,708.00	41,049.42	36,549.18	3,723.98	3,469.06
2,420.11	15,793.57	19,014.73	351,433.97	382,131.93	11,606.27	12,231.99
71.8	57.8	43.7	72.4	75.9	54.8	54.7

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality	West Lorne		Weston		Windsor
Population	803		3,299		38,530
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			3,230.94	3,230.94	14,167.01
Substation equipment			13,220.54	24,631.95	95,599.89
Distribution system, overhead	6,195.23	6,298.51	22,222.34	27,488.26	286,227.53
Distribution system, underground					
Line transformers	2,641.15	2,737.62	16,101.80	17,234.20	134,000.19
Meters	1,804.12	1,953.88	9,952.70	11,357.63	129,726.85
Street light equipment, regular	566.10	567.97	2,833.16	3,960.81	12,404.28
Street light equip., ornamental			6,481.83	12,654.74	245,094.02
Misc. construction expense	199.49	234.43	3,966.54	4,626.86	75,055.07
Steam or hydraulic plant					
Old plant	1,250.00	1,250.00			120,301.54
Total plant	12,656.09	13,042.41	78,009.85	105,185.39	1,112,576.38
Bank and cash balance	1,507.51	1,408.66	1,689.02	5,515.73	75.00
Securities and investments	2,000.00	4,000.00			*7,271.12
Accounts receivable	2,184.30	1,639.56	1,663.63	4,028.71	137,632.82
Inventories	114.89	48.24	315.73	325.43	101,596.70
Sinking fund on local debentures					21,387.32
Equity in Hydro systems		553.28	7,688.74	11,795.55	20,060.64
Other assets	160.00				
Total assets	18,622.79	20,692.15	89,366.97	126,850.81	1,400,599.98
Deficit					
Total	18,622.79	20,692.15	89,366.97	126,850.81	1,400,599.98
LIABILITIES					
Debenture balance	7,429.56	7,294.15	13,311.75	37,907.21	799,122.27
Accounts payable	979.99		3,636.46	8,344.64	36,246.62
Bank overdraft					16,295.99
Other liabilities					232,325.82
Total liabilities	8,409.55	7,294.15	16,948.21	46,251.85	1,083,990.70
RESERVES					
For depreciation	1,462.00	1,745.00	20,735.81	23,123.91	78,051.74
For equity in H.E.P.C. system		553.28	7,688.74	11,795.55	20,060.64
Total reserves	1,462.00	2,298.28	28,424.55	34,919.46	98,112.38
SURPLUS					
Debentures paid	570.44	705.85	6,656.13	7,060.67	40,877.76
Local sinking fund					28,658.44
Additional operating surplus	8,180.80	10,393.87	37,338.08	38,618.83	148,960.70
Total surplus	8,751.24	11,099.72	43,994.21	45,679.50	218,496.90
Total liabilities, reserves & surplus	18,622.79	20,692.15	89,366.97	126,850.81	1,400,599.98
Per cent of net debt to total assets	45.2	36.2	19.0	40.3	77.5

*Special Sinking Fund.

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Windsor	Woodbridge 679		Woodstock 10,164		Wyoming 489	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
86,982.82	.....	.....	28,776.51	28,776.51	.....	.....
175,891.72	.....	.....	49,205.24	49,789.53	.....	.....
349,656.18	7,578.75	8,400.65	65,178.43	71,926.46	6,272.26	6,359.68
.....	.....	.....	.....	.....	.....	.....
169,467.90	2,633.68	2,937.02	31,604.64	34,993.59	1,012.00	1,012.00
153,064.83	2,041.30	2,382.49	31,441.11	34,760.40	1,365.59	1,487.36
20,282.14	355.58	369.30	10,699.09	10,699.09	262.32	262.32
268,526.77	.....	.....	.....	.....	.....	.....
82,176.69	642.82	642.82	17,832.81	18,359.55	805.20	805.20
.....	.....	.....	14,908.62	14,908.62	.....	.....
120,301.54	.....	.....	.....	.....	.....	.....
1,426,350.59	13,252.13	14,732.28	249,646.45	264,213.75	9,717.37	9,926.56
11,193.03	6,054.23	1,951.99	1,050.74	944.37	549.01	1,156.22
.....	500.00	4,993.58	15,000.00	.....	.....	.....
215,519.30	229.68	206.55	161.37	.....	1,100.00	1,920.00
111,138.41	.....	44.41	4,193.77	4,196.11	.....	.....
40,298.24	.....	.....	30,187.49	22,892.37	.....	.....
44,446.15	657.90	1,576.49	8,796.48	16,393.42	.....	433.23
.....	.....	.....	.....	.....	.....	.....
1,848,945.72	20,693.94	23,505.30	309,036.30	308,640.02	11,366.38	13,436.01
.....	.....	.....	.....	.....	1,343.34	1,229.01
1,848,945.72	20,693.94	23,505.30	309,036.30	308,640.02	12,709.72	14,665.02
1,082,316.60	7,691.71	7,529.91	77,385.63	67,385.63	8,288.60	7,895.30
65,398.08	103.15	839.21	12,188.07	5,235.27	1,572.97	2,995.87
.....	.....	.....	.....	.....	.....	.....
265,074.50	.....	.....	.....	.....	.....	.....
1,412,789.18	7,794.86	8,369.12	89,573.70	72,620.90	9,861.57	10,891.17
96,199.57	3,147.01	3,309.17	51,961.40	56,194.71	1,436.75	1,535.92
44,446.15	657.90	1,576.49	8,796.48	16,393.42	.....	433.23
140,645.72	3,804.91	4,885.66	60,757.88	72,588.13	1,436.75	1,969.15
57,683.43	808.26	970.06	30,000.00	40,000.00	1,411.40	1,804.70
40,298.24	.....	.....	30,187.49	22,892.37	.....	.....
197,529.15	8,285.91	9,280.46	98,517.23	100,538.62	.....	.....
295,510.82	9,094.17	10,250.52	158,704.72	163,430.99	1,411.40	1,804.70
1,848,945.72	20,693.94	23,505.30	309,036.30	308,640.02	12,709.72	14,665.02
78.4	37.6	38.2	29.8	24.8	86.7	83.7

STATEMENT

Comparative Balance Sheets of Electrical Departments

NIAGARA SYSTEM—Continued

Municipality Population	York Township		Zurich Police Village	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings				
Substation equipment				
Distribution system, overhead	169,086.51	219,491.64	3,745.67	3,822.92
Distribution system, underground				
Line transformers			991.96	991.96
Meters			1,149.14	1,242.49
Street light equipment, regular	3,752.94	7,077.12	395.77	395.77
Street light equip., ornamental				
Misc. construction expense	6,636.11	6,665.16	273.30	273.30
Steam or hydraulic plant				
Old plant			150.00	150.00
Total plant	179,475.56	233,233.92	6,705.84	6,876.44
Bank and cash balance	19,772.79		802.86	1,063.42
Securities and investments			4,000.00	4,000.00
Accounts receivable	1,090.19	8,954.72		191.16
Inventories				
Sinking fund on local debentures				
Equity in Hydro systems				162.02
Other assets	124.46	72.58		
Total assets	200,463.00	242,261.22	11,508.70	12,293.04
Deficit				
Total	200,463.00	242,261.22	11,508.70	12,293.04
LIABILITIES				
Debenture balance	200,000.00	194,563.10	5,330.28	5,233.45
Accounts payable		33,131.65	533.38	
Bank overdraft		853.41		
Other liabilities	463.00	463.00		
Total liabilities	200,463.00	229,011.16	5,863.66	5,233.45
RESERVES				
For depreciation		3,994.00	1,008.00	1,175.00
For equity in H.E.P.C. system				162.02
Total reserves		3,994.00	1,008.00	1,337.02
SURPLUS				
Debentures paid		5,436.90	261.33	358.16
Local sinking fund				
Additional operating surplus		3,819.16	4,375.71	5,364.41
Total surplus		9,256.06	4,637.04	5,722.57
Total liabilities, reserves & surplus	200,463.00	242,261.22	11,508.70	12,293.04
Per cent of net debt to total assets	100.0	94.5	50.9	43.1

"A"—Continued

of Hydro Municipalities as at December 31, 1922

NIAGARA SYSTEM SUMMARY		SEVERN SYSTEM					
		Alliston 1,321		Barrie 6,888		Beeton 586	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,818,744.64	2,885,585.33	.....	.....	12,403.21	12,403.21	.....	.....
5,133,322.15	4,756,865.14	675.73	675.73	4,682.98	4,682.98	428.50	428.50
6,433,499.32	9,069,206.23	20,510.82	20,662.10	32,806.69	36,032.98	10,278.29	10,434.27
1,264,151.25	1,365,112.82	.....	.....	.....	.....	.....	.....
2,538,437.83	3,018,885.71	4,492.26	4,599.67	7,550.38	9,812.65	1,731.74	1,731.74
2,919,432.63	3,340,018.48	4,450.97	4,621.14	23,131.94	25,263.53	800.27	1,015.45
1,134,755.32	1,210,243.65	1,330.21	1,354.92	3,436.79	4,004.51	913.98	913.98
529,837.95	585,333.25	.....	.....	.....	.....	.....	.....
2,756,487.60	2,980,590.12	2,856.02	3,105.92	1,153.73	766.23	1,432.19	1,432.19
169,519.19	32,811.52	.....	.....	.....	.....	.....	.....
613,619.05	7,701,621.91	8,079.10	8,146.49	44,593.61	41,587.61	.....	.....
26,311,806.93	36,946,274.16	42,395.11	43,165.97	129,759.33	134,553.70	15,584.97	15,956.13
769,442.64	820,900.60	1,570.27	1,048.99	.....	1,290.03	.01	411.99
321,475.53	310,880.37	.....	.....	45,000.00	44,570.38	.....	.....
1,881,013.04	3,436,324.31	277.64	307.60	8,648.80	9,085.88	270.07	270.07
1,333,781.17	1,584,368.95	.....	151.83	2,048.92	2,670.51	.....	53.69
1,948,212.30	2,771,893.70	1,688.30	2,167.13	.....	.....	.....	.....
702,052.61	1,391,696.62	.....	.....	4,746.99	7,412.47	.....	.....
77,870.57	224,134.27	.....	.....	14.22	13,118.85	.....	.....
33,345,654.79	47,486,472.98	45,931.32	46,841.52	190,218.26	212,701.82	15,855.05	16,691.88
22,682.87	27,564.75	7,772.08	3,630.81	.....	.....	7,137.51	2,587.53
33,368,337.66	47,514,037.73	53,703.40	50,472.33	190,218.26	212,701.82	22,992.56	19,279.41
18,311,803.60	26,718,520.38	39,782.50	39,551.95	30,557.28	28,480.45	14,288.26	14,026.90
1,372,855.40	3,261,878.53	7,952.10	3,362.20	6,435.76	2,938.27	6,276.56	2,439.00
727,938.21	395,035.84	.....	.....	811.50	.....	.....	.....
898,824.29	562,555.88	.....	.....	350.00	.....	.....	.....
21,311,421.50	30,937,990.63	47,734.50	42,914.15	38,154.54	31,418.72	20,564.82	16,465.90
4,649,746.01	5,594,142.01	4,063.00	4,863.00	24,571.40	27,309.40	1,716.00	1,840.41
706,731.15	1,391,696.62	.....	.....	4,746.99	7,412.47	.....	.....
5,356,477.16	6,985,838.63	4,063.00	4,863.00	29,318.39	34,721.87	1,716.00	1,840.41
1,320,806.67	2,488,940.38	217.50	448.05	56,442.72	58,519.55	711.74	973.10
1,948,212.30	2,771,893.70	1,688.30	2,247.13	.....	.....	.....	.....
3,431,420.03	4,329,374.39	.....	.....	66,302.61	88,041.68	.....	.....
6,700,439.00	9,590,208.47	1,905.80	2,695.18	122,745.33	146,561.23	711.74	973.10
33,368,337.66	47,514,037.73	53,703.40	50,472.33	190,218.26	212,701.82	22,992.56	19,279.41
63.8	67.1	104.0	99.4	20.5	15.3	130.0	98.6

STATEMENT

Comparative Balance Sheets of Electrical Departments

SEVERN SYSTEM—Continued

Municipality Population	Bradford 1,028		Coldwater 647		Collingwood 6,237
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			275.00	275.00	11,819.32
Substation equipment	388.50	388.50			11,212.59
Distribution system, overhead	14,133.28	14,474.97	6,099.18	6,348.62	36,711.44
Distribution system, underground					
Line transformers	1,311.23	1,362.34	2,129.32	2,472.67	10,187.24
Meters	1,757.43	1,934.06	1,607.51	1,780.20	17,254.49
Street light equipment, regular	544.95	544.95	372.82	372.82	2,641.67
Street light equip., ornamental					
Misc. construction expense	1,691.36	1,691.36	132.53	132.53	5,797.95
Steam or hydraulic plant					
Old plant					352.17
Total plant	19,826.75	20,396.18	10,616.36	11,381.84	95,976.87
Bank and cash balance	75.83	502.27	765.42	1,151.48	
Securities and investments					5,000.00
Accounts receivable	480.20	340.20	1,928.74	4,494.08	6,682.77
Inventories	108.44	42.41			702.92
Sinking fund on local debentures					
Equity in Hydro systems			696.55	1,018.92	14,945.96
Other assets					
Total assets	20,491.22	21,281.06	14,007.07	18,046.32	123,308.52
Deficit	10,023.83	7,636.86			
Total	30,515.05	28,917.92	14,007.07	18,046.32	123,308.52
LIABILITIES					
Debenture balance	15,022.19	18,404.03	6,060.48	5,912.17	20,901.03
Accounts payable	12,821.05	7,184.60	2,453.31	1,536.34	12,471.52
Bank overdraft					1,147.54
Other liabilities					
Total liabilities	27,843.24	25,588.63	8,513.79	7,448.51	34,520.09
RESERVES					
For depreciation	2,094.00	2,533.32	3,458.37	3,793.12	24,105.43
For equity in H.E.P.C. system			696.55	1,018.92	14,945.96
Total reserves	2,094.00	2,533.32	4,154.92	4,812.04	39,051.39
SURPLUS					
Debentures paid	577.81	795.97	939.52	1,087.83	18,509.26
Local sinking fund					
Additional operating surplus			398.84	4,697.94	31,227.78
Total surplus	577.81	795.97	1,338.36	5,785.77	49,737.04
Total liabilities, reserves & surplus	30,515.05	28,917.92	14,007.07	18,046.32	123,308.52
Per cent of net debt to total assets	135.6	120.2	60.8	43.7	28.1

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Collingwood	Cookstown Police Village		Creemore		Elmvale Police Village	
			540			
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
12,679.34	60.00	60.00	.....	.....	106.25	106.25
11,212.59	392.95	392.95	.....	.....	.....	.....
37,570.67	8,403.84	8,457.09	4,982.12	5,013.28	6,656.60	6,662.94
.....	.....	.....	.....	.....	.....	.....
11,099.25	1,720.59	1,720.59	1,161.81	1,161.81	2,203.94	2,203.94
18,451.39	1,124.92	1,165.08	1,564.80	1,801.75	1,800.66	1,900.79
2,641.67	514.21	514.21	272.07	272.07	317.98	317.98
.....	.....	.....	.....	.....	.....	.....
7,945.11	1,453.55	1,464.15	185.41	185.41	455.93	455.93
.....	.....	.....	.....	.....	.....	.....
529.75	.....	.....	2,651.15	2,651.15	.....	.....
102,129.77	13,670.06	13,774.07	10,817.36	11,085.47	11,541.36	11,647.83
8,476.05	800.57	450.07	2,834.69	5,537.73	805.96	2,419.17
.....	.....	.....	.....	.....	.....	.....
24,254.96	197.96	1,310.65	73.34	2,991.89	1,008.65	3,206.15
2,385.68	.....	.....	27.51	.....	194.11	192.38
.....	.....	.....	.....	.....	.....	.....
21,355.66	.....	.....	769.52	1,198.58	1,030.92	1,601.67
.....	.....	.....	1,466.34	.....	.....	.....
158,602.12	14,668.59	15,534.79	15,988.76	20,813.67	14,581.00	19,067.20
.....	2,160.68	.....	.....	.....	.....	.....
158,602.12	16,829.27	15,534.79	15,988.76	20,813.67	14,581.00	19,067.20
19,248.65	9,014.23	12,837.67	5,016.88	4,751.20	5,838.24	5,674.78
908.24	5,870.27	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
20,156.89	14,884.50	12,837.67	5,016.88	4,751.20	5,838.24	5,674.78
26,745.43	1,459.00	1,761.00	2,087.37	2,153.26	3,307.00	3,657.00
21,355.66	.....	.....	769.52	1,198.58	1,030.92	1,601.67
48,101.09	1,459.00	1,761.00	2,856.89	3,351.84	4,337.92	5,258.67
20,161.64	485.77	627.33	1,483.12	1,748.80	1,161.76	1,325.22
.....	.....	.....	.....	.....	.....	.....
70,182.50	.....	308.79	6,631.87	10,961.83	3,243.08	6,808.53
90,344.14	485.77	936.12	8,114.99	12,710.63	4,404.84	8,133.75
158,602.12	16,829.27	15,534.79	15,988.76	20,813.67	14,581.00	19,067.20
14.7	101.2	82.6	31.2	24.2	40.0	32.5

STATEMENT

Comparative Balance Sheets of Electrical Departments

SEVERN SYSTEM—Continued

Municipality	Midland		Penetanguishene		Port
Population	7,022		3,920		576
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	10,864.80	10,864.80	2,151.00	2,151.00	202.60
Substation equipment	19,926.49	20,644.94	3,507.71	3,507.71	.....
Distribution system, overhead	65,853.32	68,734.02	32,711.06	34,552.61	6,017.49
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	13,686.22	13,686.22	9,817.36	11,388.68	339.98
Meters	20,644.80	22,353.31	8,964.08	9,882.70	1,119.26
Street light equipment, regular	4,707.93	4,917.13	2,312.30	2,314.30	166.73
Street light equip., ornamental	.....	.....	.....	.....	.....
Misc. construction expense	6,301.33	7,042.58	823.69	1,221.91	513.92
Steam or hydraulic plant	.....	.....	.....	.....	.....
Old plant	14,515.62	14,515.62	2,374.20	2,374.20	.....
Total plant	156,500.51	162,758.72	62,661.40	67,393.11	8,359.98
Bank and cash balance	8,007.64	6,839.91	2,214.36	.....	431.85
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	4,470.94	23,971.88	2,247.68	22,356.68	231.49
Inventories	7,249.34	11,348.60	956.94	1,404.28	.....
Sinking fund on local debentures	.....	.....	.....	.....	.....
Equity in Hydro systems	8,943.52	13,054.33	10,721.47	13,530.85	210.09
Other assets	.....	.....	.....	.....	.....
Total assets	185,171.95	217,973.44	78,801.85	104,684.92	9,233.41
Deficit	.....	.....	.....	.....	2,395.69
Total	185,171.95	217,973.44	78,801.85	104,684.92	11,629.10
LIABILITIES					
Debenture balance	53,940.34	81,253.83	23,543.67	22,637.78	6,351.89
Accounts payable	35,957.11	.....	9,136.91	10,000.00	2,887.01
Bank overdraft	.....	.....	.....	1,006.25	.....
Other liabilities	.....	.....	.....	.....	.....
Total liabilities	89,897.45	81,253.83	32,680.58	33,644.03	9,238.90
RESERVES					
For depreciation	30,703.31	34,488.31	18,926.48	20,910.48	1,232.00
For equity in H.E.P.C. system	8,943.52	13,054.33	10,721.47	13,530.85	210.09
Total reserves	39,646.83	47,542.64	29,647.95	34,441.33	1,442.09
SURPLUS					
Debentures paid	28,129.65	30,816.16	7,456.33	8,362.22	948.11
Local sinking fund	.....	.....	.....	.....	.....
Additional operating surplus	27,498.02	58,360.81	9,016.99	28,237.34	.....
Total surplus	55,627.67	89,176.97	16,473.32	36,599.56	948.11
Total liabilities, reserves & surplus	185,171.95	217,973.44	78,801.85	104,684.92	11,629.10
Per cent of net debt to total assets	48.5	39.6	41.5	36.9	100.2

" A "—Continued

of Hydro Municipalities as at December 31, 1922

McNicoll	Stayner 1,004		Thornton Police Village		Tottenham 512	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
202.60	.....	.....	.....	.....	.....	.....
.....	200.00	200.00	.....	.....	358.50	358.50
6,062.34	8,526.56	8,889.58	5,923.77	5,923.77	7,437.89	7,641.79
.....	.....	.....	.....	.....	.....	.....
339.98	2,761.04	2,867.83	606.88	606.88	1,117.48	1,117.48
1,135.12	2,349.30	2,623.23	351.87	369.01	1,315.78	1,477.66
166.73	529.31	790.02	375.90	375.90	460.17	460.17
.....	.....	.....	.....	.....	.....	.....
546.42	310.33	310.33	300.35	300.35	1,287.37	1,287.37
.....	.....	.....	.....	.....	.....	.....
.....	4,132.41	4,132.41	.....	.....	361.45	361.45
8,453.19	18,808.95	19,813.40	7,558.77	7,575.91	12,338.64	12,654.42
191.18	2,051.21	2,106.76	173.29	186.68	162.61	1,199.17
.....	.....	.....	.....	.....	.....	.....
.....	100.00	3,917.77	.....	.....	168.14	.....
.....	145.55	60.15	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
346.30	840.89	1,665.12	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
8,990.67	21,946.60	27,563.20	7,732.06	7,762.59	12,669.39	13,853.59
300.82	.....	.....	3,079.20	2,905.07	6,201.73	4,454.51
9,291.49	21,946.60	27,563.20	10,811.26	10,667.66	18,871.12	18,308.10
6,099.85	10,812.68	10,240.83	7,166.42	6,942.69	8,840.65	8,258.48
211.19	718.56	.....	2,421.26	2,096.66	7,399.58	6,658.18
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
6,311.04	11,531.24	10,240.83	9,587.68	9,039.35	16,240.23	14,916.66
1,434.00	3,472.88	3,905.88	890.00	1,071.00	1,004.44	1,182.82
346.30	840.89	1,665.12	.....	.....	.....	.....
1,780.30	4,313.77	5,571.00	890.00	1,071.00	1,004.44	1,182.82
1,200.15	3,187.32	3,759.17	333.58	557.31	1,626.45	2,208.62
.....	.....	.....	.....	.....	.....	.....
.....	2,914.27	7,992.20	.....	.....	.....	.....
1,200.15	6,101.59	11,751.37	333.58	557.31	1,626.45	2,208.62
9,291.49	21,946.60	27,563.20	10,811.26	10,667.66	18,871.12	18,308.10
73.1	52.6	39.7	124.2	119.3	128.5	107.7

STATEMENT

Comparative Balance Sheets of Electrical Departments

SEVERN SYSTEM—Continued

Municipality Population	Victoria Harbor 1,485		Waubaushene Police Village		SEVERN SYSTEM SUMMARY	
	1921	1922	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					37,882.18	38,742.20
Substation equipment					41,773.95	42,492.40
Distribution system, overhead	4,950.98	5,037.17	2,856.97	2,892.10	274,860.30	285,390.30
Distribution system, underground						
Line transformers	825.92	825.92	416.56	490.42	62,059.95	67,488.07
Meters	1,676.40	1,825.11	918.54	918.54	90,833.05	98,468.07
Street light equipment, regular	145.69	145.69	159.22	159.22	19,201.93	20,266.27
Street light equip., ornamental						
Misc. construction expense	642.64	642.64	257.66	257.66	25,595.96	28,788.19
Steam or hydraulic plant						
Old plant					77,059.71	74,298.68
Total plant	8,121.40	8,476.53	4,608.95	4,717.94	629,267.00	655,934.18
Bank and cash balance	427.67	2,060.39	1,293.95	1,638.70	21,640.71	35,510.57
Securities and investments					50,000.00	44,570.38
Accounts receivable	458.77	1,532.11		664.50	28,736.98	98,704.42
Inventories					11,433.73	18,309.53
Sinking fund on local debentures					1,688.30	2,167.13
Equity in Hydro systems	152.22	523.17	167.78	272.25	43,389.95	61,979.32
Other assets					14.22	13,118.85
Total assets	9,160.06	12,592.20	6,070.68	7,293.39	786,170.89	930,294.38
Deficit					38,770.72	21,515.60
Total	9,160.06	12,592.20	6,070.68	7,293.39	824,941.61	951,809.98
LIABILITIES						
Debenture balance	5,459.63	4,958.96	2,836.33	2,701.36	265,189.07	291,981.58
Accounts payable	220.00		330.53		113,131.53	37,334.68
Bank overdraft					1,959.04	1,006.25
Other liabilities					350.00	
Total liabilities	5,679.63	4,958.96	3,166.86	2,701.36	380,629.64	330,322.51
RESERVES						
For depreciation	1,218.89	1,790.37	917.00	892.51	125,578.57	140,331.31
For equity in H.E.P.C. system	152.22	523.17	167.78	272.25	43,389.95	61,979.32
Total reserves	1,371.11	2,313.54	1,084.78	1,164.76	168,968.52	202,310.63
SURPLUS						
Debentures paid	1,040.37	1,541.04	663.67	798.64	124,158.31	134,930.80
Local sinking fund					1,688.30	4,875.76
Additional operating surplus	1,068.95	3,778.66	1,155.37	2,628.63	149,496.84	279,370.28
Total surplus	2,109.32	5,319.70	1,819.04	3,427.27	275,343.45	419,176.84
Total liabilities, reserves & surplus	9,160.06	12,592.20	6,070.68	7,293.39	824,941.61	951,809.98
Per cent of net debt to total assets	63.0	41.1	52.2	38.5	48.5	38.1

"A"—Continued

of Hydro Municipalities as at December 31, 1922

EUGENIA SYSTEM

Arthur 1,222		Chatsworth 287		Chesley 1,803		Derby Township	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	65.00	65.00	.....	.....	.....	.....
.....	.....	.....	.....	595.98	595.98	.....	.....
15,075.50	15,328.82	3,677.56	3,717.09	16,960.12	17,263.20	90.41	90.41
.....	.....	.....	.....	.....	.....	.....	.....
3,849.78	3,849.78	667.79	667.69	3,880.77	4,117.30	73.32	73.32
2,073.40	2,216.34	573.08	606.48	3,845.01	4,193.38	32.05	32.05
539.71	609.16	207.29	207.29	824.75	1,017.36	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
245.82	245.82	385.90	385.90	3,089.66	3,089.66	14.68	14.68
.....	.....	.....	.....	.....	.....	.....	.....
1,101.47	1,101.47	.....	.....	5,503.60	5,503.60	.....	.....
22,885.68	23,351.39	5,576.52	5,649.45	34,699.89	35,780.56	210.46	210.46
163.60	25.25	586.14	260.98	.....	1,144.57	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
219.09	46.45	425.52	512.48	.....	214.30	.....	.....
25.00	.....	.....	.....	275.00	155.00	.....	.....
.....	.....	708.34	1,104.21	.....	.....	.....	.....
.....	1,640.04	207.96	442.01	.....	1,777.53	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
23,293.37	25,063.13	7,504.47	7,969.13	34,974.89	39,071.96	210.46	210.46
16,927.24	13,735.44	1,790.61	617.89	4,570.83	.....	.....	.....
40,220.61	38,798.57	9,295.08	8,587.02	39,545.72	39,071.96	210.46	210.46
19,774.14	19,434.97	5,321.60	5,278.83	22,487.65	21,432.23	.....	.....
15,183.61	11,556.03	1,963.64	548.23	6,712.01	57.28	210.46	210.46
.....	.....	.....	.....	352.71	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
34,957.75	30,991.00	7,285.24	5,827.06	29,552.37	21,489.51	210.46	210.46
4,037.00	4,602.50	1,015.14	1,092.57	4,981.00	5,708.00	.....	.....
.....	1,640.04	207.96	442.01	.....	1,777.53	.....	.....
4,037.00	6,242.54	1,223.10	1,534.58	4,981.00	7,485.53	.....	.....
1,225.86	1,565.03	78.40	121.17	5,012.35	6,067.77	.....	.....
.....	.....	708.34	1,104.21	.....	.....	.....	.....
.....	.....	.....	.....	.....	4,029.15	.....	.....
1,225.86	1,565.03	786.74	1,225.38	5,012.35	10,096.92	.....	.....
40,220.61	38,798.57	9,295.08	8,587.02	39,545.72	39,071.96	210.46	210.46
149.8	132.5	97.2	77.5	84.2	57.6	100.0	100.0

STATEMENT

Comparative Balance Sheets of Electrical Departments

EUGENIA
SYSTEM—Continued

Municipality	Dundalk		Durham		Elmwood
Population	725		1,622		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					
Substation equipment			584.88	584.88	
Distribution system, overhead	5,997.03	6,060.56	15,214.52	15,598.72	4,625.34
Distribution system, underground					
Line transformers	1,404.81	1,404.81	5,594.45	5,594.45	803.88
Meters	953.09	1,006.19	3,162.01	3,357.98	622.53
Street light equipment, regular	630.38	648.09	846.90	858.57	297.48
Street light equip., ornamental					
Misc. construction expense	228.69	228.69	580.74	580.74	1,093.62
Steam or hydraulic plant					
Old plant	380.94	380.94	1,506.51	1,506.51	
Total plant	9,594.94	9,729.28	27,490.01	28,081.85	7,442.85
Bank and cash balance	1,189.64	907.91	647.49		101.23
Securities and investments	1,000.00	1,000.00			
Accounts receivable	130.00	794.36	560.98	8,422.19	35.39
Inventories			108.87		
Sinking fund on local debentures					104.16
Equity in Hydro systems	567.51	1,071.80	1,106.57	2,671.60	
Other assets					
Total assets	12,482.09	13,503.35	29,913.92	39,175.64	7,683.63
Deficit	41.72		2,633.10		1,857.92
Total	12,523.81	13,503.35	32,547.02	39,175.64	9,541.55
LIABILITIES					
Debenture balance	4,014.01	3,816.26	14,768.71	21,293.74	6,404.02
Accounts payable	3,908.57	589.41	1,938.72	1,072.23	1,592.42
Bank overdraft				110.48	
Other liabilities			7,672.53		
Total liabilities	7,922.58	4,405.67	24,379.96	22,476.45	7,996.44
RESERVES					
For depreciation	1,710.83	1,959.83	3,829.29	4,173.60	644.97
For equity in H.E.P.C. system	567.51	1,071.80	1,106.57	2,671.60	
Total reserves	2,278.34	3,031.63	4,935.86	6,845.20	644.97
SURPLUS					
Debentures paid	2,322.89	2,520.64	3,231.29	4,506.26	795.98
Local sinking fund					104.16
Additional operating surplus		3,545.41		5,347.73	
Total surplus	2,322.89	6,066.05	3,231.29	9,853.99	900.14
Total liabilities, reserves & surplus	12,523.81	13,503.35	32,547.02	39,175.64	9,541.55
Per cent of net debt to total assets	63.2	35.6	81.6	61.6	104.0

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Police Vil.	Flesherton		Grand Valley		Hanover	
	410		583		2,695	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	36.50	36.50	64.80	64.80
.....	.....	.....	.....	.....	6,112.60	9,271.19
4,661.67	4,531.29	4,611.55	8,738.45	8,840.38	42,792.61	43,748.77
.....	.....	.....	.....	.....	.....	.....
803.88	324.62	324.62	711.05	711.05	13,759.79	13,761.33
624.18	832.80	849.90	1,370.74	1,538.99	11,484.00	10,983.57
302.28	384.61	384.61	458.21	458.21	2,262.82	2,291.18
.....	.....	.....	.....	.....	.....	.....
1,093.62	869.12	869.12	202.70	205.70	6,407.38	6,168.84
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	919.85	919.85	2,370.91	2,370.91
7,485.63	6,942.44	7,039.80	12,437.50	12,710.68	85,254.91	88,660.59
215.44	391.64	1,156.88	2,105.75	1,766.21	.....	10,843.87
.....	.....	.....	.....	.....	.....	.....
37.09	971.38	1,339.25	37.84	1,423.00	8,251.23	13,988.94
.....	25.00	.....	17.00	.....	1,375.43	300.00
127.68	.....	.....	.....	.....	.....	.....
.....	355.06	625.95	.....	637.62	.....	5,751.64
.....	.....	.....	.....	.....	2,758.90	.....
7,865.84	8,685.52	10,161.88	14,598.09	16,537.51	94,881.57	119,545.04
765.98	2,667.49	969.40	991.53	.....	4,666.98	.....
8,631.82	11,353.01	11,131.28	15,589.62	16,537.51	99,548.55	119,545.04
6,186.76	6,136.92	5,993.36	9,314.34	8,914.17	66,795.08	78,012.29
506.17	2,943.43	2,263.81	2,477.97	.....	10,212.16	6,408.24
.....	.....	.....	.....	.....	6,446.39	.....
.....	.....	.....	.....	.....	.....	.....
6,692.93	9,080.35	8,257.17	11,792.31	8,914.17	83,453.63	84,420.53
797.97	1,354.52	1,541.52	2,111.65	2,397.75	9,390.00	10,740.25
.....	355.06	625.95	.....	637.62	.....	5,751.64
797.97	1,709.58	2,167.47	2,111.65	3,035.37	9,390.00	16,491.89
1,013.24	563.08	706.64	1,685.66	2,085.83	6,704.92	9,487.71
127.68	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2,502.14	.....	9,144.91
1,140.92	563.08	706.64	1,685.66	4,587.97	6,704.92	18,632.62
8,631.82	11,353.01	11,131.28	15,589.62	16,537.51	99,548.55	119,545.04
85.0	104.8	86.8	80.7	56.1	87.9	74.2

STATEMENT

Comparative Balance Sheets of Electrical Departments

EUGENIA
SYSTEM—Continued

Municipality	Holstein Police Vil.		Kincardine		Lucknow
Population			2,159		887
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			3,734.20	4,445.65	
Substation equipment			3,580.18	2,869.48	
Distribution system, overhead	1,939.55	1,969.80	32,809.77	33,704.29	13,692.64
Distribution system, underground					
Line transformers	455.22	455.22	3,633.21	5,254.13	1,920.16
Meters	255.84	341.07	4,318.76	5,234.82	1,183.34
Street light equipment, regular	168.69	168.69	3,796.16	3,796.16	972.06
Street light equip., ornamental					
Misc. construction expense	170.25	170.25	4,566.24	5,316.31	1,951.98
Steam or hydraulic plant					
Old plant					
Total plant	2,989.55	3,105.03	56,438.52	60,620.84	19,720.18
Bank and cash balance	61.53	155.63	416.77	247.61	163.21
Securities and investments					
Accounts receivable	275.57	280.14	558.52	791.39	
Inventories	15.00		2,240.36	954.49	25.00
Sinking fund on local debentures			3,342.36	3,482.36	
Equity in Hydro systems		219.96			
Other assets					
Total assets	3,341.65	3,760.76	62,996.53	66,096.69	19,908.39
Deficit	4,921.02	4,064.54	6,817.80	10,491.23	548.02
Total	8,262.67	7,825.30	69,814.33	76,587.92	20,456.41
LIABILITIES					
Debenture balance	2,169.42	2,050.79	43,112.62	61,960.00	10,450.99
Accounts payable	5,083.93	4,424.88	22,271.97	7,859.56	9,743.25
Bank overdraft					
Other liabilities					
Total liabilities	7,253.35	6,475.67	65,384.59	69,819.56	20,194.24
RESERVES					
For depreciation	416.69	418.41		1,046.00	
For equity in H.E.P.C. system		219.96			
Total reserves	416.69	638.37		1,046.00	
SURPLUS					
Debentures paid	592.63	711.26	1,087.38	2,240.00	262.17
Local sinking fund			3,342.36	3,482.36	
Additional operating surplus					
Total surplus	592.63	711.26	4,429.74	5,722.36	262.17
Total liabilities, reserves & surplus	8,262.67	7,825.30	69,814.33	76,587.92	20,456.41
Per cent of net debt to total assets	217.5	182.8	103.7	111.5	101.5

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Lucknow	Markdale		Mount Forest		Neustadt	
	908		1,761		445	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	3,725.00	3,725.00	.....	.....
.....	780.80	780.80	686.75	686.75	.....	.....
13,837.96	7,136.28	7,279.83	16,446.19	17,054.27	9,465.54	9,530.16
.....	.....	.....	.....	.....	.....	.....
2,050.70	2,108.87	2,108.87	3,375.54	3,375.54	3,490.29	4,396.03
2,085.54	1,866.33	1,961.20	3,735.19	3,903.44	1,308.92	1,511.52
972.06	530.79	530.79	1,655.77	1,680.22	496.41	496.41
.....	.....	.....	.....	.....	1,495.88	1,495.88
2,079.48	587.06	587.06	1,796.02	1,796.02	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	2,080.65	2,080.65	3,958.97	3,958.97	1,097.60	1,097.60
21,025.74	15,090.78	15,329.20	35,379.43	36,180.21	17,354.64	18,527.60
410.60	731.58	941.70	385.91	410.57	479.81	496.14
.....	.....	.....	3,887.83	3,887.83	.....	.....
7.80	378.80	2,257.95	170.63	1,351.75	479.81	6,342.58
.....	2,093.76	700.00	964.55	122.45	483.79	.....
.....	.....	.....	.....	.....	.....	.....
.....	105.07	451.71	1,653.59	3,137.30	.....	.....
.....	.....	.....	.....	.....	.....	.....
21,444.14	18,399.99	19,680.56	42,441.94	45,090.11	18,798.05	25,366.32
.....	.....	.....	13,292.76	578.75	7,704.21	3,928.61
21,444.14	18,399.99	19,680.56	55,734.70	45,668.86	26,502.26	29,294.93
18,939.94	8,206.23	8,044.76	23,145.38	22,322.84	15,788.18	15,230.19
166.07	3,985.01	2,561.85	17,615.48	5,536.50	8,017.26	10,438.93
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
19,106.01	12,191.24	10,606.61	40,760.86	27,859.34	23,805.44	25,669.12
366.00	2,331.20	2,703.05	5,507.03	6,036.46	1,485.00	1,856.00
.....	105.07	451.71	1,653.59	3,137.30	.....	.....
366.00	2,436.27	3,154.76	7,160.62	9,173.76	1,485.00	1,856.00
783.42	793.77	955.24	7,813.22	8,635.76	1,211.82	1,769.81
.....	.....	.....	.....	.....	.....	.....
1,188.71	2,978.71	4,963.95	.....	.....	.....	.....
1,972.13	3,772.48	5,919.19	7,813.22	8,635.76	1,211.82	1,769.81
21,444.14	18,399.99	19,680.56	55,734.70	45,668.86	26,502.26	29,294.93
89.0	66.3	54.8	96.00	66.5	126.7	101.1

STATEMENT

Comparative Balance Sheets of Electrical Departments

EUGENIA
SYSTEM—Continued

Municipality	Orangeville		Owen Sound		Priceville
Population	2,503		12,360		
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	2,517.00	2,517.00	28,953.74	28,953.74	68.00
Substation equipment	1,169.00	1,169.00	8,464.45	8,464.45	.....
Distribution system, overhead	21,407.50	21,741.82	65,948.46	68,965.81	4,621.29
Distribution system, underground	.....	.....	.....	.....	.....
Line transformers	2,760.57	3,057.82	24,234.90	25,921.18	499.70
Meters	4,179.29	4,792.07	33,214.26	35,422.88	247.16
Street light equipment, regular	1,139.49	1,149.67	10,179.09	10,259.21	139.88
Street light equip., ornamental	.....	.....	500.00	500.00	.....
Misc. construction expense	3,331.69	3,331.69	2,003.96	2,003.96	833.90
Steam or hydraulic plant	.....	.....	32,282.00	33,282.00	.....
Old plant	3,204.99	3,204.99	.....	.....	.....
Total plant	39,709.53	40,964.06	206,780.86	213,773.23	6,409.93
Bank and cash balance	1,232.37	1,076.10	.....	4,752.47	98.63
Securities and investments	.....	.....	.....	.....	.....
Accounts receivable	34.93	128.58	5,512.87	10,644.98	114.43
Inventories	568.16	370.00	16,526.65	16,697.41	.....
Sinking fund on local debentures	.....	.....	102,633.22	110,605.47	.....
Equity in Hydro systems	.....	1,474.48	7,771.53	15,280.62	.....
Other assets	.....	.....	217.40	132.05	.....
Total assets	41,544.99	44,013.22	339,442.53	371,886.23	6,622.99
Deficit	10,095.32	6,265.45	.....	.....	229.74
Total	51,640.31	50,278.67	339,442.53	371,886.23	6,852.73
LIABILITIES					
Debenture balance	28,535.37	27,028.56	141,000.00	141,000.00	5,836.90
Accounts payable	11,445.81	7,876.39	20,069.53	21,537.39	852.73
Bank overdraft	.....	.....	5,120.56	.....	.....
Other liabilities	.....	.....	.....	.....	.....
Total liabilities	39,981.18	34,904.95	166,190.09	162,537.39	6,689.63
RESERVES					
For depreciation	6,144.50	6,877.80	32,444.07	32,407.23	.....
For equity in H.E.P.C. system	.....	1,474.48	7,771.53	15,280.62	.....
Total reserves	6,144.50	8,352.28	40,215.60	47,687.85	.....
SURPLUS					
Debentures paid	5,514.63	7,021.44	.....	.....	163.10
Local sinking fund	.....	.....	102,633.22	110,605.47	.....
Additional operating surplus	.....	.....	30,403.62	51,055.52	.....
Total surplus	5,514.63	7,021.44	133,036.84	161,660.99	163.10
Total liabilities, reserves & surplus	51,640.31	50,278.67	339,442.50	371,886.23	6,852.73
Per cent of net debt to total assets	96.4	82.0	48.9	45.6	101.2

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Police Vil.	Ripley Police Village		Shelburne 1,101		Tara 521	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
68.00	.....	.....	800.00	800.00	.....	.....
.....	.....	.....	566.60	566.60	.....	.....
4,621.29	8,389.06	8,571.66	12,825.50	12,939.97	10,194.26	10,221.81
.....	.....	.....	.....	.....	.....	.....
549.70	2,592.36	2,592.36	3,137.39	3,251.98	1,706.89	1,706.89
247.16	438.91	476.70	3,145.84	3,298.96	1,165.78	1,221.88
139.88	834.03	834.03	971.65	971.65	463.30	430.59
.....	.....	.....	.....	.....	.....	.....
833.90	1,164.99	1,164.99	2,189.46	2,189.46	1,871.56	1,871.56
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	739.50	739.50	.....	.....
6,459.93	13,419.35	13,639.74	24,375.94	24,758.12	15,401.79	15,452.73
196.39	2,109.32	466.05	881.46	1,239.51	929.26	652.84
.....	.....	.....	.....	.....	.....	.....
262.36	.....	26.96	617.74	484.57	.....	1,053.21
.....	.....	.....	.....	.....	15.00	3.84
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,198.33	.....	.....
.....	.....	.....	.....	.....	.....	.....
6,918.68	15,528.67	14,132.75	25,875.14	27,680.53	16,346.05	17,162.62
620.72	257.72	335.68	3,831.89	.....	8,567.14	6,281.51
7,539.40	15,786.39	14,468.43	29,706.03	27,680.53	24,913.19	23,444.13
6,588.15	13,770.82	13,557.63	16,556.18	15,783.11	14,070.08	13,546.90
428.40	1,814.45	286.49	6,246.03	2,136.49	7,802.19	5,998.13
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
7,016.55	15,585.27	13,844.12	22,802.21	17,919.60	21,872.27	19,545.03
111.00	.....	210.00	3,541.00	3,952.05	1,611.00	1,946.00
.....	.....	.....	.....	1,198.33	.....	.....
110.00	.....	210.00	3,541.00	5,150.38	1,611.00	1,946.00
411.85	201.12	414.31	3,363.82	4,136.89	1,429.92	1,953.10
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	473.66	.....	.....
411.85	201.12	414.31	3,363.82	4,610.55	1,429.92	1,953.10
7,539.40	15,786.39	14,468.43	29,707.03	27,680.53	24,913.19	23,444.13
101.4	100.0	97.9	88.0	67.7	134.2	133.8

STATEMENT

Comparative Balance Sheets of Electrical Departments

EUGENIA
SYSTEM—Continued

Municipality	Teeswater		Wingham	
Population	838		2,470	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings			9,000.00	8,603.45
Substation equipment	330.31	330.31	4,657.93	4,657.93
Distribution system, overhead	13,719.15	13,929.37	28,393.31	28,973.78
Distribution system, underground				
Line transformers	2,394.57	2,771.05	10,498.45	11,117.92
Meters	1,538.04	1,694.67	6,944.58	7,323.05
Street light equipment, regular	1,297.97	1,297.97	2,948.07	2,948.07
Street light equip., ornamental				
Misc. construction expense	1,893.39	1,727.00	3,540.89	3,540.89
Steam or hydraulic plant			13,200.00	13,200.00
Old plant	5,361.36	5,000.36	15,392.64	15,288.58
Total plant	26,534.79	26,750.73	94,575.87	95,653.67
Bank and cash balance	1,779.44	743.97	5,244.81	4,287.57
Securities and investments				
Accounts receivable	236.49	278.10	2,331.35	1,504.74
Inventories			177.93	1,143.88
Sinking fund on local debentures	1,560.01	2,122.16		
Equity in Hydro systems				
Other assets				25.35
Total assets	30,110.73	29,894.96	102,329.96	102,615.21
Deficit	2,524.62	1,235.83	2,728.48	
Total	32,635.35	31,130.79	105,058.44	102,615.21
LIABILITIES				
Debenture balance	27,433.36	27,433.36	74,727.57	72,039.24
Accounts payable	3,075.34	610.63	6,292.94	1,266.77
Bank overdraft				
Other liabilities				
Total liabilities	30,508.70	28,043.99	81,020.51	73,306.01
RESERVES				
For depreciation		398.00	2,660.00	4,272.00
For equity in H.E.P.C. system				
Total reserves		398.00	2,660.00	4,272.00
SURPLUS				
Debentures paid	566.64	566.64	21,377.93	24,066.26
Local sinking fund	1,560.01	2,122.16		
Additional operating surplus				970.94
Total surplus	2,126.65	2,688.80	21,377.93	25,037.20
Total liabilities, reserves & surplus	32,635.35	31,130.79	105,058.44	102,615.21
Per cent of net debt to total assets	101.3	93.4	79.3	71.4

"A"—Continued

of Hydro Municipalities as at December 31, 1922

EUGENIA SYSTEM SUMMARY		WASDELLS SYSTEM					
		Beaverton 986		Brechin Police Vil.		Brock Township	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
48,964.24	49,279.14	250.00	250.00				
27,529.48	29,977.37						
364,691.33	373,262.99	8,332.74	8,714.60	1,496.59	1,512.45		
93,878.28	99,917.70	2,221.28	2,413.39	936.80	936.80	1,742.56	1,742.56
88,490.95	94,924.02	2,679.42	3,010.33	371.77	412.57	795.70	795.70
32,045.51	32,452.15	501.09	501.09	69.89	69.89		
1,995.88	1,995.88						
39,019.70	39,495.34	2,085.67	2,163.77	266.26	337.06	61.74	61.74
46,482.00	46,482.00						
43,618.99	43,153.93	3,772.42	3,772.42				
786,716.36	810,940.52	19,842.62	20,825.60	3,141.31	3,268.77	2,600.00	2,600.00
19,699.59	32,398.26	2,602.61	1,385.04	446.80	747.13		
4,887.83	4,887.83						
21,342.56	52,193.17	559.30	2,277.29	152.38	247.65		
24,936.50	20,447.07	807.42	402.95	96.50			
108,348.09	117,441.88						
11,767.29	36,380.59	1,543.65	1,920.63	902.69	1,294.41		
217.40	157.40						
977,915.62	1,074,846.72	25,355.60	26,811.51	4,739.68	5,557.96	2,600.00	2,600.00
97,666.14	49,891.03			3,838.64	2,954.07		
1,075,581.76	1,124,737.75	25,355.60	26,811.51	8,578.32	8,512.03	2,600.00	2,600.00
579,819.57	615,888.08	13,162.73	12,840.35	1,571.19	2,787.08	2,446.75	2,363.75
171,458.91	94,340.34	4,751.99		5,282.63	3,491.56		
11,919.66	110.48						
7,672.53							
770,870.67	710,338.90	17,914.72	12,840.35	6,853.82	6,278.64	2,446.75	2,363.75
85,214.80	95,613.99	2,649.00	3,037.00	643.00	725.00		
11,767.29	36,380.59	1,543.65	1,920.63	902.69	1,294.41		
96,982.09	131,994.58	4,192.65	4,957.63	1,545.69	2,019.41		
65,998.58	81,740.27	1,837.27	2,159.65	178.81	213.98	153.25	236.25
108,348.09	117,441.88						
33,382.33	83,222.12	1,410.96	6,853.88				
207,729.00	282,404.27	3,248.23	9,013.53	178.81	213.98	153.25	236.25
1,075,581.76	1,124,737.75	25,355.60	26,811.51	8,578.32	8,512.03	2,600.00	2,600.00
78.8	68.5	70.8	51.6	144.6	147.5	94.2	90.1

STATEMENT

Comparative Balance Sheets of Electrical Departments

WASDELLS SYSTEM—Continued

Municipality	Cannington		Kirkfield Police Vil.		Port Perry
Population	951				1,162
	1921	1922	1921	1922	1922
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings					
Substation equipment					
Distribution system, overhead	7,321.97	7,601.24	5,041.33	5,041.33	14,102.66
Distribution system, underground					
Line transformers	1,770.29	1,902.40	428.20	428.20	1,351.03
Meters	2,728.71	2,899.05	390.60	390.60	1,759.23
Street light equipment, regular	563.03	563.03	368.29	368.29	410.31
Street light equip., ornamental					
Misc. construction expense	506.58	559.63	301.53	301.53	592.18
Steam or hydraulic plant					
Old plant	3,609.37	3,609.37			
Total plant	16,499.95	17,134.72	6,529.95	6,529.95	18,215.41
Bank and cash balance	756.77	443.34	303.87	9.49	530.80
Securities and investments					
Accounts receivable	457.26	465.59		22.90	225.25
Inventories	1,300.90	1,820.83		523.10	
Sinking fund on local debentures					
Equity in Hydro systems	1,120.46	1,672.85			
Other assets					
Total assets	20,135.34	21,537.33	6,833.82	7,085.44	18,971.46
Deficit	2,874.60		244.17	19.46	83.58
Total	23,009.94	21,537.33	7,077.99	7,104.90	19,055.04
LIABILITIES					
Debenture balance	13,444.74	13,129.87	5,826.90	5,664.01	
Accounts payable	3,985.48	358.81	828.99	730.90	19,055.04
Bank overdraft					
Other liabilities					
Total liabilities	17,430.22	13,488.68	6,655.89	6,394.91	19,055.04
RESERVES					
For depreciation	2,904.00	3,133.20	249.00	374.00	
For equity in H.E.P.C. system	1,120.46	1,672.85			
Total reserves	4,024.46	4,806.05	249.00	374.00	
SURPLUS					
Debentures paid	1,555.26	1,870.13	173.10	335.99	
Local sinking fund					
Additional operating surplus		1,372.47			
Total surplus	1,555.26	3,242.60	173.10	335.99	
Total liabilities, reserves & surplus	23,009.94	21,537.33	7,077.99	7,104.90	19,055.04
Per cent of net debt to total assets	86.6	68.0	97.3	90.2	100.4

" A "—Continued

of Hydro Municipalities as at December 31, 1922

Sunderland Police Vil.		Uxbridge 1,492	Woodville 455		WASDELLS SYSTEM SUMMARY	
1921	1922	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	.....	.....	.....	.....	250.00	250.00
.....	.....	.....	.....	.....	.....	.....
3,205.34	3,222.65	9,596.49	2,065.16	2,042.35	27,463.13	51,833.77
.....	.....	.....	.....	.....	.....	.....
1,250.16	1,250.16	1,321.28	804.32	898.87	7,411.05	12,244.69
1,101.50	1,245.90	1,377.38	1,319.21	1,367.17	8,591.21	13,257.93
240.33	240.33	1,187.43	127.31	127.31	1,869.94	3,467.68
.....	.....	.....	.....	.....	.....	.....
142.22	142.22	694.42	251.91	251.91	3,554.17	5,104.46
.....	.....	.....	.....	.....	.....	.....
2,030.00	2,030.00	.....	2,182.50	2,182.50	11,594.29	11,594.29
7,969.55	8,131.26	14,177.00	6,750.41	6,870.11	60,733.79	97,752.82
62.77	519.41	777.00	.....	722.26	4,172.82	5,134.47
.....	.....	.....	.....	.....	.....	.....
116.90	114.99	246.01	195.93	575.81	1,481.77	4,175.49
88.78	.....	.....	.....	.....	2,293.60	2,746.88
.....	.....	.....	.....	.....	.....	.....
1,043.22	1,561.91	.....	1,093.90	1,588.70	5,703.92	8,038.50
.....	.....	.....	.....	.....	.....	.....
9,281.22	10,327.57	15,200.01	8,040.24	9,756.88	74,385.90	117,848.16
4,965.84	2,350.78	.....	3,271.76	94.25	15,195.01	5,502.14
14,247.06	12,678.35	15,200.01	11,312.00	9,851.13	89,580.91	123,350.30
5,884.75	5,709.67	.....	4,912.59	4,783.59	44,802.90	47,278.32
5,217.72	2,966.32	14,820.10	3,829.05	1,821.53	23,895.86	43,244.26
.....	.....	.....	68.15	.....	68.15	.....
.....	.....	338.05	.....	.....	.....	338.05
11,102.47	8,675.99	15,158.15	8,809.79	6,605.12	68,766.91	90,860.63
1,186.12	1,350.12	.....	820.90	940.90	8,452.02	9,560.22
1,043.22	1,561.91	.....	1,093.90	1,588.70	5,703.92	8,038.50
2,229.34	2,912.03	.....	1,914.80	2,529.60	14,155.94	17,598.72
915.25	1,090.33	.....	587.41	716.41	5,247.10	6,622.74
.....	.....	.....	.....	.....	.....	.....
.....	.....	41.86	.....	.....	1,410.96	8,268.21
915.25	1,090.33	41.86	587.41	716.41	6,658.06	14,890.95
14,247.06	12,678.35	15,200.01	11,312.00	9,851.13	89,580.91	123,350.30
119.6	99.0	99.7	109.5	80.8	92.5	82.7

STATEMENT

Comparative Balance Sheets of Electrical Departments

MUSKOKA SYSTEM

Municipality	Gravenhurst		Huntsville	
Population	1,621		2,316	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	12,258.29	12,258.29	326.49	326.49
Substation equipment	12,209.74	12,209.74	647.30	647.30
Distribution system, overhead	26,851.15	27,630.86	10,665.91	10,960.78
Distribution system, underground				
Line transformers	1,518.59	1,703.32	2,955.20	2,955.20
Meters	4,719.18	4,913.73	5,079.26	5,403.88
Street light equipment, regular	695.45	695.45	1,036.50	1,036.50
Street light equip., ornamental				
Misc. construction expense	1,542.00	1,872.00	279.92	279.92
Steam or hydraulic plant				
Old plant	7,610.69	7,610.69	5,436.20	5,436.20
Total plant	67,405.09	68,894.08	26,426.78	27,046.27
Bank and cash balance	3,527.63	4,699.94	6,154.76	2,677.01
Securities and investments				
Accounts receivable	2,098.26	3,537.51	2,386.55	12,592.33
Inventories	2,568.27	2,770.07	2,448.62	3,167.32
Sinking fund on local debentures	2,770.49	3,125.74		
Equity in Hydro systems	750.60	1,449.06		3,069.84
Other assets				
Total assets	79,120.34	84,476.40	37,416.71	48,552.77
Deficit	7,010.75	1,441.40		
Total	86,131.09	85,917.80	37,416.71	48,552.77
LIABILITIES				
Debenture balance	38,122.60	36,233.52	16,781.42	15,760.92
Accounts payable	6,689.56	5,463.46	8,978.66	6,252.74
Bank overdraft				
Other liabilities				
Total liabilities	44,812.16	41,696.98	25,760.08	22,013.66
RESERVES				
For depreciation	11,952.00	11,911.10	4,424.00	4,767.49
For equity in H.E.P.C. system	750.60	1,449.06		3,069.84
Total reserves	12,702.60	13,360.16	4,424.00	7,837.33
SURPLUS				
Debentures paid	25,845.84	27,734.92	4,352.12	5,372.62
Local sinking fund	2,770.49	3,125.74		
Additional operating surplus			2,880.51	13,329.16
Total surplus	28,616.33	30,860.66	7,232.63	18,701.78
Total liabilities, reserves & surplus	86,131.09	85,917.80	37,416.71	48,552.77
Per cent of net debt to total assets	56.7	50.3	68.8	48.4

"A"—Continued

of Hydro Municipalities as at December 31, 1922

		ST. LAWRENCE SYSTEM					
MUSKOKA SYSTEM SUMMARY		Alexandria 2,319		Apple Hill Police Vil.		Brockville 9,377	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
12,584.78	12,584.78	202.00	202.00	169.06	169.06	27,994.53	27,994.53
12,857.04	12,857.04	.....	.....	.....	.....	.....	.....
37,517.06	38,591.64	19,351.72	19,565.25	2,703.68	2,703.68	60,140.61	60,724.78
.....	.....	.....	.....	.....	.....	.....	.....
4,473.79	4,658.52	5,459.76	6,202.23	1,165.70	1,165.70	19,659.27	20,916.53
9,798.44	10,317.61	4,139.67	4,523.87	476.49	615.81	24,311.12	25,955.08
1,731.95	1,731.95	1,988.99	1,988.99	398.97	398.97	14,655.61	14,792.33
.....	.....	.....	.....	.....	.....	.....	.....
1,821.92	2,151.92	5,318.02	5,367.72	133.73	133.73	5,686.59	5,561.59
.....	.....	.....	.....	.....	.....	.....	.....
13,046.89	13,046.89	4,734.89	4,531.89	709.55	709.55	53,445.98	53,445.98
93,831.87	95,940.35	41,195.05	42,381.95	5,757.18	5,896.50	205,893.71	209,390.82
9,682.39	7,376.95	2,614.67	1,754.77	43.45	291.26	200.00	200.00
.....	.....	.....	.....	.....	.....	.....	.....
4,484.81	16,129.84	579.38	972.82	300.41	398.97	25,562.67	49,855.05
5,016.89	5,937.39	1,290.70	1,122.11	.....	.....	2,774.62	704.71
2,770.49	3,125.74	.....	.....	.....	.....	50,349.30	57,324.67
750.60	4,518.90	.....	.....	.....	.....	4,970.18	10,221.57
.....	.....	.....	.....	.....	.....	.....	516.28
116,537.05	133,029.17	45,679.80	46,231.65	6,101.04	6,586.73	289,750.48	328,213.10
7,010.75	1,441.40	2,123.86	3,474.45	52.51	376.01	39,637.41	18,480.82
123,547.80	134,470.57	47,803.66	49,706.10	6,153.55	6,962.74	329,387.89	346,693.92
54,904.02	51,994.44	41,816.37	39,785.00	5,000.00	4,864.08	130,893.85	125,827.82
15,668.22	11,716.20	4,063.57	5,333.01	1,153.55	1,867.74	16,726.53	14,436.86
.....	.....	.....	.....	.....	.....	53,794.88	58,274.82
.....	.....	.....	.....	.....	.....	.....	.....
70,572.24	63,710.64	45,879.94	45,118.01	6,153.55	6,731.82	201,415.26	198,539.50
16,376.00	16,678.59	.....	633.00	.....	95.00	9,547.00	12,436.00
750.60	4,518.90	.....	.....	.....	.....	4,970.18	10,221.57
17,126.60	21,197.49	.....	633.00	.....	95.00	14,517.18	22,657.57
30,197.96	33,107.54	1,923.72	3,955.09	.....	135.92	63,106.15	68,172.18
2,770.49	3,125.74	.....	.....	.....	.....	50,349.30	57,324.67
2,880.51	13,329.16	.....	.....	.....	.....	.....	.....
35,848.96	49,562.44	1,923.72	3,955.09	.....	135.92	113,455.45	125,496.85
123,547.80	134,470.57	47,803.66	49,706.10	6,153.55	6,962.74	329,387.89	346,693.92
60.6	49.8	100.6	97.5	100.8	102.2	69.5	62.4

STATEMENT

Comparative Balance Sheets of Electrical Departments

ST. LAWRENCE SYSTEM—Continued

Municipality / Population	Chesterville 941		Lancaster 612		Martintown P.V.
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings	250.00	250.00			126.15
Substation equipment					
Distribution system, overhead	6,164.82	6,187.91	5,963.47	5,967.15	2,400.72
Distribution system, underground					
Line transformers	1,930.73	1,930.73	1,064.35	1,064.35	766.16
Meters	2,273.19	2,521.84	844.05	978.95	475.07
Street light equipment, regular	318.22	318.22	567.75	567.75	335.26
Street light equip., ornamental					
Misc. construction expense	610.68	610.68	1,053.60	1,053.60	653.27
Steam or hydraulic plant					
Old plant					
Total plant	11,547.64	11,819.38	9,493.22	9,631.80	4,756.63
Bank and cash balance		318.23	415.60	371.45	1,190.12
Securities and investments					
Accounts receivable	950.67	2,851.68		560.00	264.25
Inventories	2,290.52	3,419.30			
Sinking fund on local debentures					
Equity in Hydro systems	2,505.64	3,703.51			
Other assets					
Total assets	17,294.47	22,112.10	9,908.82	10,563.25	6,211.00
Deficit	3,678.52		1,526.23	3,316.86	84.91
Total	20,972.99	22,112.10	11,435.05	13,880.11	6,295.91
LIABILITIES					
Debenture balance	5,331.55	5,081.94	9,617.02	9,242.42	5,836.90
Accounts payable	8,237.66	6,372.26	1,464.63	3,738.69	295.91
Bank overdraft	825.69				
Other liabilities					
Total liabilities	14,394.90	11,454.20	11,081.65	12,981.11	6,132.81
RESERVES					
For depreciation	2,904.00	3,189.85		171.00	
For equity in H.E.P.C. system	2,505.64	3,703.51			
Total reserves	5,409.64	6,893.36		171.00	
SURPLUS					
Debentures paid	1,168.45	1,418.06	353.40	728.00	163.10
Local sinking fund					
Additional operating surplus		2,346.48			
Total surplus	1,168.45	3,764.54	353.40	728.00	163.10
Total liabilities, reserves & surplus	20,972.99	22,112.10	11,435.05	13,880.11	6,295.91
Per cent of net debt to total assets	83.3	62.3	112.2	122.8	98.8

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Martintown P.V.	Maxville 785		Prescott 2,723		Williamsburg Police Vil.	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
126.15	.....	.....	2,761.54	2,761.54	.....	.....
.....	407.79	407.79	.....	.....	.....	.....
2,400.72	10,142.31	10,305.19	27,160.31	27,796.85	1,597.74	1,597.74
.....	.....	.....	.....	.....	.....	.....
690.33	1,732.20	1,732.20	6,938.98	7,080.48	297.89	297.89
475.07	1,388.10	1,681.42	9,325.39	9,550.80	650.47	650.47
335.26	1,270.70	1,284.30	1,490.28	1,546.12	74.41	74.41
.....	.....	.....	.....	.....	.....	.....
653.27	2,347.27	2,357.66	1,340.70	1,352.20	4.00	4.00
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	12,108.35	12,108.35	.....	.....
4,680.80	17,288.37	17,768.56	61,125.55	62,196.34	2,624.51	2,624.51
192.92	.....	.....	3,389.41	3,725.17	1,234.76	1,182.39
1,000.00	.....	.....	.....	.....	.....	.....
165.97	51.59	135.25	6,758.51	12,978.67	27.06	67.28
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	2,128.31	2,583.37	.....	.....
.....	.....	.....	1,916.21	2,845.56	81.49	186.18
.....	.....	.....	.15	.....	.....	.....
6,039.69	17,339.96	17,903.81	75,318.14	84,329.11	3,967.82	4,060.36
38.31	1,918.96	2,352.71	.....	.....	448.53	.....
6,078.00	19,258.92	20,256.52	75,318.14	84,329.11	4,416.35	4,060.36
5,664.01	15,541.13	15,057.02	17,996.88	17,128.63	2,072.79	1,955.75
.....	2,143.61	2,572.39	3,581.68	2,836.37	939.86	.....
.....	1,115.31	1,382.13	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
5,664.01	18,800.05	19,011.54	21,578.56	19,965.00	3,012.65	1,955.75
78.00	.....	302.00	15,492.00	17,081.00	645.00	723.00
.....	.....	.....	1,916.21	2,845.56	81.49	186.18
78.00	.....	302.00	17,408.21	19,926.56	726.49	909.18
335.99	458.87	942.98	5,982.46	6,850.71	677.21	794.25
.....	.....	.....	2,128.31	2,583.37	.....	.....
.....	.....	.....	28,220.60	35,003.47	.....	401.18
335.99	458.87	942.98	36,331.37	44,437.55	677.21	1,195.43
6,078.00	19,258.92	20,256.52	75,318.14	84,329.11	4,416.35	4,060.36
93.7	108.7	106.1	28.6	24.6	76.0	50.5

STATEMENT

Comparative Balance Sheets of Electrical Departments

ST. LAWRENCE SYSTEM—Continued

Municipality Population	Winchester 1,058		ST. LAWRENCE SYSTEM SUMMARY	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	224.15	224.15	31,727.43	31,727.43
Substation equipment			407.79	407.79
Distribution system, overhead	7,478.59	7,552.72	143,103.97	144,801.99
Distribution system, underground				
Line transformers	989.01	989.01	40,004.05	42,069.45
Meters	2,400.74	2,616.27	46,284.29	49,569.58
Street light equipment, regular	564.98	564.98	21,665.17	21,871.33
Street light equip., ornamental				
Misc. construction expense	343.94	343.94	17,491.80	17,438.39
Steam or hydraulic plant				
Old plant	1,100.00	1,100.00	72,098.77	71,895.77
Total plant	13,101.41	13,391.07	372,783.27	379,781.73
Bank and cash balance		1,544.18	9,088.81	9,580.37
Securities and investments				1,000.00
Accounts receivable	2,229.74	6,773.19	36,724.28	74,758.88
Inventories	3,338.46	3,704.23	9,694.30	8,950.35
Sinking fund on local debentures			52,477.61	59,908.04
Equity in Hydro systems	1,167.76	1,747.92	10,641.28	18,704.74
Other assets			.15	516.28
Total assets	19,837.37	27,160.59	491,408.90	553,200.39
Deficit			49,470.93	28,039.16
Total	19,837.37	27,160.59	540,879.83	581,239.55
LIABILITIES				
Debenture balance	9,520.24	9,318.54	243,626.73	233,925.21
Accounts payable	1,405.67	3,568.00	40,012.67	40,725.32
Bank overdraft	804.18		56,540.06	59,656.95
Other liabilities				
Total liabilities	11,730.09	12,886.54	340,179.46	334,307.48
RESERVES				
For depreciation	3,579.33	3,561.82	32,167.33	38,270.67
For equity in H.E.P.C. system	1,167.76	1,747.92	10,641.28	18,704.74
Total reserves	4,747.09	5,309.74	42,808.61	56,975.41
SURPLUS				
Debentures paid	1,129.76	1,331.46	74,963.12	84,664.64
Local sinking fund			52,477.61	59,908.04
Additional operating surplus	2,230.43	7,632.85	30,451.03	45,383.98
Total surplus	3,360.19	8,964.31	157,891.76	189,956.66
Total liabilities, reserves & surplus	19,837.37	27,160.59	540,879.83	581,239.55
Per cent of net debt to total assets	58.7	50.7	69.3	62.6

"A"—Continued

of Hydro Municipalities as at December 31, 1922

RIDEAU SYSTEM

Carleton Place 4,123		Kemptville 1,220	Lanark 575		Perth 3,710	
1921	1922	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
5,688.32	5,688.32	.....	.....	.....	6,600.50	6,600.50
2,471.63	2,471.63	.....	.....	.....	3,492.82	3,492.82
26,387.48	27,199.09	15,534.12	4,578.52	4,754.70	31,271.22	32,197.43
.....	.....	.....	.....	.....	.....	.....
9,488.95	9,501.27	2,799.14	555.01	555.01	13,733.26	14,564.31
10,463.95	11,024.78	2,943.84	797.58	924.27	13,442.33	14,678.48
683.31	715.65	907.68	633.84	633.84	2,145.21	2,383.07
.....	.....	.....	.....	.....	.....	.....
8,582.10	7,934.70	3,157.27	260.38	260.38	4,659.56	4,686.51
.....	.....	.....	.....	.....	25,845.26	23,395.26
.....	.....	.....	.....	.....	2,674.25	2,674.25
63,765.74	64,535.44	25,342.05	6,825.33	7,128.20	103,864.41	104,672.63
678.53	4,919.88	2,605.65	2,086.23	305.42	10,580.60	15,250.32
.....	.....	.....	.....	.....	.....	.....
1,298.78	11,710.75	4,029.22	228.36	1,558.21	7,440.97	12,362.87
4,877.89	4,110.07	625.10	.....	.....	10,685.72	10,761.08
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	102.60	.....	.....	.....	.....
70,620.94	85,276.14	32,704.62	9,139.92	8,991.83	132,571.70	143,046.90
922.74	.....	.....	.....	.....	.....	.....
71,543.68	85,276.14	32,704.62	9,139.92	8,991.83	132,571.70	143,046.90
38,389.25	63,786.65	24,348.59	7,561.47	7,316.81	105,688.61	104,154.77
25,686.68	3,815.81	1,816.22	1,487.30	.....	7,919.56	3,261.26
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
64,075.93	67,602.46	26,164.81	9,048.77	7,316.81	113,608.17	107,416.03
5,857.00	6,963.83	444.00	.....	135.00	9,462.00	11,178.00
.....	.....	.....	.....	.....	.....	.....
5,857.00	6,963.83	444.00	.....	135.00	9,462.00	11,178.00
1,610.75	2,213.35	651.41	.....	244.66	2,711.39	4,245.23
.....	.....	.....	.....	.....	.....	.....
.....	8,496.50	5,444.40	91.15	1,295.36	6,790.14	20,207.64
1,610.75	10,709.85	6,095.81	91.15	1,540.02	9,501.53	24,452.87
71,543.68	85,276.14	32,704.62	9,139.92	8,991.83	132,571.70	143,046.90
94.9	79.2	80.0	99.1	81.3	85.7	75.9

STATEMENT

Comparative Balance Sheets of Electrical Departments

RIDEAU SYSTEM—Continued

Municipality Population	Smiths Falls 6,529		RIDEAU SYSTEM SUMMARY	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	20,688.10	20,588.10	32,976.92	32,876.92
Substation equipment	4,836.17	4,845.66	10,800.62	10,810.11
Distribution system, overhead	64,753.49	65,211.70	126,990.71	144,897.04
Distribution system, underground				
Line transformers	13,990.74	14,809.63	37,767.96	42,229.36
Meters	20,631.06	21,627.18	45,334.92	51,198.55
Street light equipment, regular	1,801.89	1,801.89	5,264.25	6,442.13
Street light equip., ornamental				
Misc. construction expense	7,903.05	7,962.50	21,405.09	24,001.36
Steam or hydraulic plant	38,251.49	38,251.49	64,096.75	61,646.75
Old plant	21,508.20	21,473.20	24,182.45	24,147.45
Total plant	194,364.19	196,571.35	368,819.67	398,249.67
Bank and cash balance	4,046.70	3,120.78	17,392.06	26,202.05
Securities and investments				
Accounts receivable	5,448.49	14,230.97	14,416.60	43,892.02
Inventories	10,494.33	3,869.27	26,057.94	19,365.52
Sinking fund on local debentures				
Equity in Hydro systems				
Other assets				102.60
Total assets	214,353.71	217,792.37	426,686.27	487,811.86
Deficit	24,284.18	13,070.23	25,206.92	13,070.23
Total	238,637.89	230,862.60	451,893.19	500,882.09
LIABILITIES				
Debenture balance	165,797.97	172,558.23	317,437.30	372,165.05
Accounts payable	24,362.29	10,000.00	59,455.83	18,893.29
Bank overdraft	10,000.00		10,000.00	
Other liabilities				
Total liabilities	200,160.26	182,558.23	386,893.13	391,058.34
RESERVES				
For depreciation	19,550.60	23,237.60	34,869.60	41,958.43
For equity in H.E.P.C. system				
Total reserves	19,550.60	23,237.60	34,869.60	41,958.43
SURPLUS				
Debentures paid	18,927.03	25,066.77	23,249.17	32,421.42
Local sinking fund				
Additional operating surplus			6,881.29	35,443.90
Total surplus	18,927.03	25,066.77	30,130.46	67,865.32
Total liabilities, reserves & surplus	238,637.89	230,862.60	451,893.19	500,882.09
Per cent of net debt to total assets	93.5	83.8	90.7	80.1

"A"—Continued

of Hydro Municipalities as at December 31, 1922

THUNDER BAY SYSTEM		OTTAWA SYSTEM		TRENT SYSTEM	
Port Arthur		Ottawa		Bloomfield	
15,629		112,899		512	
1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
34,553.94	34,528.94	164,520.01	197,516.37	.....	.....
3,021.38	3,021.38	162,551.81	178,836.46	.....	.....
247,721.12	250,117.65	419,524.36	457,537.38	6,394.46	6,913.85
.....	.....	92,237.62	183,576.86	.....	.....
23,868.11	27,310.53	162,259.06	179,006.07	1,119.31	1,119.31
51,951.00	54,415.04	152,461.52	167,691.88	1,276.91	1,548.74
29,284.75	29,284.75	60,963.86	62,599.15	556.88	606.43
.....	.....	29,975.55	29,978.05	.....	.....
11,728.98	11,682.48	33,814.85	33,214.87	1,403.42	1,403.42
348,096.93	348,096.93	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
750,226.21	758,457.70	1,278,308.64	1,489,957.09	10,750.98	11,591.75
18,136.21	77,894.03	1,952.25	93,768.40	1,002.40	1,255.21
46,315.33	72,599.60	50,000.00	.....	.....	.....
78,065.76	48,734.43	41,001.81	48,306.85	23.20	15.72
32,954.34	20,455.40	31,001.74	32,341.17	20.00	.....
129,166.19	121,402.02	231,508.95	257,737.79	.....	.....
21,264.86	22,115.45	.....	.....	.....	.....
827.50	910.73	.....	.....	.....	.....
1,076,956.40	1,122,569.36	1,633,773.39	1,922,111.30	11,796.58	12,862.68
.....	.....	.....	.....	1,332.84	844.24
1,076,956.40	1,122,569.36	1,633,773.39	1,922,111.30	13,129.42	13,706.92
460,447.06	444,332.60	700,000.00	980,000.00	10,790.86	10,578.13
26,286.04	84,901.14	44,613.33	80,357.46	1,176.42	1,528.92
.....	.....	128,410.67	.....	.....	.....
13,518.39	.....	10,801.50	13,801.55	.....	.....
500,251.49	529,233.74	883,825.50	1,074,159.01	11,967.28	12,107.05
62,342.55	76,998.56	403,684.87	426,480.72	753.00	978.00
21,264.86	22,115.45	.....	.....	.....	.....
83,607.41	99,114.01	403,684.87	426,480.72	753.00	978.00
165,652.94	181,767.40	.....	.....	409.14	621.87
129,166.19	121,402.02	231,508.95	257,737.79	.....	.....
198,278.37	191,052.19	114,754.07	163,733.78	.....	.....
493,097.50	494,221.61	346,263.02	421,471.57	409.14	621.87
1,076,956.40	1,122,569.36	1,633,773.39	1,922,111.30	13,129.42	13,706.92
46.4	48.1	54.1	55.8	101.2	94.0

STATEMENT

Comparative Balance Sheets of Electrical Departments

TRENT SYSTEM—Continued

Municipality	Havelock		Kingston		Lakefield
Population	1,258		22,234		1,193
	1921	1922	1921	1922	1921
ASSETS	$ c.	$ c.	$ c.	$ c.	$ c.
Lands and buildings			38,277.09	40,840.28	
Substation equipment	572.90	572.90			
Distribution system, overhead	17,375.82	17,885.65	105,958.85	106,542.67	16,611.30
Distribution system, underground			44,747.10	49,363.34	
Line transformers	1,634.40	1,880.36	31,600.65	33,522.36	1,879.61
Meters	3,998.04	4,277.65	59,722.55	64,782.23	3,503.40
Street light equipment, regular	1,753.49	1,801.28	17,001.27	17,446.50	1,367.95
Street light equip., ornamental			22,669.64	22,669.64	
Misc. construction expense	4,226.31	4,251.31	42,527.08	41,911.33	3,232.55
Steam or hydraulic plant			76,653.59	76,121.34	
Old plant	2,515.45	2,465.45	25,048.11	25,598.11	3,744.25
Total plant	32,076.41	33,134.60	464,205.93	478,797.80	30,339.06
Bank and cash balance	119.14	186.66	22,722.16	45,021.32	2,013.37
Securities and investments					
Accounts receivable	287.41	366.81	10,696.40	12,213.82	3,312.40
Inventories		.99	10,675.74	12,584.80	40.95
Sinking fund on local debentures			37,753.05	43,259.70	
Equity in Hydro systems					
Other assets					
Total assets	32,482.96	33,689.06	546,053.28	591,877.44	35,705.78
Deficit					
Total	32,482.96	33,689.06	546,053.28	591,877.44	35,705.78
LIABILITIES					
Debenture balance	28,114.37	27,281.60	268,276.10	263,218.18	33,112.16
Accounts payable	3,270.48	3,659.32			1,217.09
Bank overdraft					
Other liabilities					
Total liabilities	31,384.85	30,940.92	268,276.10	263,218.18	34,329.25
RESERVES					
For depreciation		528.00	24,731.67	23,229.32	901.00
For equity in H.E.P.C. system					
Total reserves		528.00	24,731.67	23,229.32	901.00
SURPLUS					
Debentures paid	785.63	1,618.40	43,623.89	48,681.81	387.84
Local sinking fund			37,753.05	43,259.70	
Additional operating surplus	312.48	601.74	171,668.57	213,488.43	87.69
Total surplus	1,098.11	2,220.14	253,045.51	305,429.94	475.53
Total liabilities, reserves & surplus	32,482.96	33,689.06	546,053.28	591,877.44	35,705.78
Per cent of net debt to total assets	96.5	91.8	49.1	44.4	96.0

"A"—Continued

of Hydro Municipalities as at December 31, 1921

Lakefield	Marmora		Norwood		Omemee	
	792		748		485	
1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
86.89						
			457.53	457.53	360.32	360.32
17,451.46	11,281.96	11,288.96	22,067.33	22,303.50	8,722.92	8,948.30
2,100.36	1,046.83	1,461.98	2,701.60	3,452.64	2,347.49	2,347.49
4,102.52	2,070.15	2,141.15	2,814.93	3,676.16	1,555.13	1,679.16
1,412.58	891.95	891.95	1,802.02	1,802.02	368.17	393.25
3,304.42	1,600.91	2,000.91	3,187.42	3,632.31	1,426.74	1,426.74
3,445.25	763.77	579.02	1,443.21	2,447.51		
31,903.48	17,655.57	18,363.97	34,474.04	37,771.67	14,780.77	15,155.26
817.23		1,878.81	735.76	235.86	156.37	766.04
4,729.58	2,843.42	1,038.52	633.45		564.09	
40.95						
37,491.24	20,498.99	21,281.30	35,843.25	38,007.53	15,501.23	15,921.30
37,491.24	20,498.99	21,281.30	35,843.25	38,007.53	15,501.23	15,921.30
32,699.11	17,092.20	16,483.62	32,681.32	32,237.52	10,761.63	10,361.10
566.06	67.72	462.40	835.23	1,378.12	1,967.63	
	1,195.94					
			105.00	787.58		
33,265.17	18,355.86	16,946.02	33,621.55	34,403.22	12,729.26	10,361.10
1,421.00		167.15		634.00	1,404.00	1,734.00
1,421.00		167.15		634.00	1,404.00	1,734.00
800.89	573.91	1,182.49	418.68	862.48	1,238.37	1,638.90
2,004.18	1,569.22	2,985.64	1,803.02	2,107.83	129.60	2,187.30
2,805.07	2,143.13	4,168.13	2,221.70	2,970.31	1,367.97	3,826.20
37,491.24	20,498.99	21,281.30	35,843.25	38,007.53	15,501.23	15,921.30
88.1	89.4	88.1	98.2	93.8	82.0	65.0

STATEMENT

Comparative Balance Sheets of Electrical Departments

TRENT SYSTEM—Continued

Municipality	Peterboro		Picton	
Population	21,439		3,263	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	8,899.33	8,899.33	1,405.07	1,405.07
Substation equipment	9,045.24	9,209.85	989.69	989.69
Distribution system, overhead	109,428.36	118,040.43	13,897.21	19,671.45
Distribution system, underground	.....	.....	.....	.....
Line transformers	58,734.81	67,083.01	4,000.61	4,432.83
Meters	54,878.05	58,866.08	6,761.15	8,051.88
Street light equipment, regular	3,613.80	3,537.30	1,162.90	1,247.90
Street light equip., ornamental	26,107.68	26,107.68	.....	.....
Misc. construction expense	58,153.88	57,391.38	2,738.50	2,907.43
Steam or hydraulic plant	.....	.....	.....	.....
Old plant	17,435.71	17,435.71	3,739.98	3,739.98
Total plant	346,196.86	366,570.77	34,695.11	42,446.23
Bank and cash balance	.....	4,316.59	2,886.46	1,092.82
Securities and investments	.....	.....	5,000.00	10,000.00
Accounts receivable	18,203.54	15,671.61	11,941.92	16,682.99
Inventories	12,953.23	11,819.64	3,599.16	3,995.24
Sinking fund on local debentures	29,793.37	36,586.82	.....	.....
Equity in Hydro systems	.....	.....	.....	.....
Other assets	.....	.....	.....	.....
Total assets	407,147.00	434,965.43	58,122.65	74,217.28
Deficit	.....	.....	.....	.....
Total	407,147.00	434,965.43	58,122.65	74,217.28
LIABILITIES				
Debenture balance	220,000.00	270,000.00	3,732.51	3,412.99
Accounts payable	9,807.23	17,323.68	75.59	.....
Bank overdraft	50,523.47	.....	.....	.....
Other liabilities	7,097.13	8,719.96	.....	.....
Total liabilities	287,427.83	296,043.64	3,807.10	3,412.99
RESERVES				
For depreciation	44,467.51	40,253.56	.....	2,290.39
For equity in H.E.P.C. system	.....	.....	.....	.....
Total reserves	44,467.51	40,253.56	.....	2,290.39
SURPLUS				
Debentures paid	.....	.....	1,997.81	2,317.33
Local sinking fund	29,793.37	36,586.82	.....	.....
Additional operating surplus	45,458.29	62,081.41	52,317.74	66,196.57
Total surplus	75,251.66	98,668.23	54,315.55	68,513.90
Total liabilities, reserves & surplus	407,147.00	434,965.43	58,122.65	74,217.28
Per cent of net debt to total assets	70.6	68.0	6.5	4.5

"A"—Continued

of Hydro Municipalities as at December 31, 1922

Wellington 840		East Whitby Township		West Whitby Township	
1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
200.00	200.00				
10,251.97	10,733.06	704.50	704.50	9,207.42	9,207.42
2,424.44	2,685.02	2,459.31	2,459.31	2,329.96	2,329.96
2,318.50	2,707.82	787.22	787.22	1,207.75	1,207.75
796.02	796.02			721.76	721.76
717.28	717.28	48.97	48.97	33.11	33.11
2,477.92	2,477.92				
19,186.13	20,317.12	4,000.00	4,000.00	13,500.00	13,500.00
15.18	378.68				
136.99	140.71				
19,338.30	20,836.51	4,000.00	4,000.00	13,500.00	13,500.00
1,150.23					
20,488.53	20,836.51	4,000.00	4,000.00	13,500.00	13,500.00
16,629.59	16,409.44	3,653.76	3,524.22	12,331.65	11,894.55
1,773.75	982.80				
544.78	897.17				
18,948.12	18,289.41	3,653.76	3,524.22	12,331.65	11,894.55
1,170.00	1,544.00				
1,170.00	1,544.00				
370.41	590.56	346.24	475.78	1,168.35	1,605.45
	412.54				
370.41	1,003.10	346.24	475.78	1,168.35	1,605.45
20,488.53	20,836.51	4,000.00	4,000.00	13,500.00	13,500.00
97.9	87.7	91.3	88.1	91.2	88.1

STATEMENT "A"—Concluded

Comparative Balance Sheets of Electrical Departments of Hydro Municipalities as at December 31, 1922

TRENT SYSTEM—Continued			ALL SYSTEMS	
Municipality Population	TRENT SYSTEM SUMMARY		GRAND SUMMARY	
	1921	1922	1921	1922
ASSETS	$ c.	$ c.	$ c.	$ c.
Lands and buildings	48,781.49	51,431.57	3,230,985.63	3,334,522.68
Substation equipment	11,425.68	11,590.29	5,403,689.90	5,046,857.98
Distribution system, overhead	321,990.18	349,691.25	8,397,361.48	11,165,330.24
Distribution system, underground	44,747.10	49,363.34	1,401,135.97	1,598,053.02
Line transformers	107,489.75	124,874.63	3,077,649.83	3,618,684.73
Meters	138,898.81	153,828.36	3,552,076.79	4,033,689.52
Street light equipment, regular	29,214.45	30,656.99	1,335,997.13	1,419,016.05
Street light equip., ornamental	48,777.32	48,777.32	610,586.70	666,084.50
Misc. construction expense	119,214.09	119,028.61	3,030,134.16	3,261,495.74
Steam or hydraulic plant	76,653.59	76,121.34	704,848.46	565,158.54
Old plant	57,168.40	58,188.95	912,388.55	7,997,947.87
Total plant	1,004,360.86	1,073,552.65	31,656,854.60	42,706,840.87
Bank and cash balance	29,635.66	55,570.54	900,842.34	1,164,336.24
Securities and investments	5,000.00	10,000.00	477,678.69	443,938.18
Accounts receivable	48,521.01	51,097.73	2,155,788.62	3,874,317.14
Inventories	27,426.07	28,582.33	1,604,596.28	1,738,795.96
Sinking fund on local debentures	67,546.42	79,846.52	2,541,718.35	3,416,231.45
Equity in Hydro systems	.....	.....	795,570.51	1,543,434.12
Other assets	.....	.....	78,929.84	238,940.13
Total assets	1,182,490.02	1,298,649.77	40,111,979.23	55,126,834.09
Deficit	2,483.07	844.24	258,486.41	147,868.55
Total	1,184,973.09	1,299,494.01	40,370,465.64	55,274,702.64
LIABILITIES				
Debenture balance	641,190.74	698,100.46	21,619,220.99	30,454,186.12
Accounts payable	20,190.14	25,901.30	1,887,567.93	3,699,292.52
Bank overdraft	52,264.19	897.17	989,099.98	456,706.69
Other liabilities	7,202.13	9,507.54	938,368.84	586,203.02
Total liabilities	720,847.20	734,406.47	25,434,257.74	35,196,388.35
RESERVES				
For depreciation	73,427.18	72,779.42	5,491,858.93	6,512,813.92
For equity in H.E.P.C. system	.....	.....	800,249.05	1,543,434.12
Total reserves	73,427.18	72,779.42	6,292,107.98	8,056,248.04
SURPLUS				
Debentures paid	49,805.68	60,395.96	1,860,079.53	3,104,591.15
Local sinking fund	67,546.42	79,846.52	2,541,718.35	3,416,231.45
Additional operating surplus	273,346.61	352,065.64	4,242,302.04	5,501,243.65
Total surplus	390,698.71	492,308.12	8,644,099.92	12,022,066.25
Total liabilities, reserves & surplus	1,184,973.09	1,299,494.01	40,370,465.64	55,274,702.64
Per cent of net debt to total assets	61.0	56.5	64.7	65.6

HYDRO-ELECTRIC POWER COMMISSION
BALANCE SHEETS

OF THE MUNICIPALITIES OF THE

NIAGARA, SEVERN, EUGENIA, WASDELLS, MUSKOKA, ST. LAWRENCE AND RIDEAU SYSTEMS

DECEMBER 31, 1922

being

Financial Statements Combining the Hydro-Electric Power Commission's Plant and Reserves with the Assets, Liabilities and Reserves of the 'Hydro' Municipal Utilities

HYDRO-ELECTRIC POWER COMMISSION BALANCE SHEET OF THE MUNICIPALITIES OF THE NIAGARA SYSTEM, DECEMBER 31, 1922

The Commission submits herewith a statement of the Niagara system's assets, liabilities, reserves and surpluses reflecting the operations of the Hydro-Electric Power Commission of Ontario and the municipalities since the commencement of operation to December 31, 1922.

Explanation of the Various Columns of the Balance Sheet

Column 1—Gives the names of the municipalities now under contract with the Hydro-Electric Power Commission of Ontario for a supply of electrical energy generated at Niagara Falls, and the dates upon which each municipality commenced to receive this supply of power.

Column 2—Gives the average electrical horsepower delivered to each municipality by the Hydro-Electric Power Commission of Ontario during the year.

ASSETS

Column 3—Shows the cost of the plant of the Hydro-Electric Power Commission of Ontario as annually adjusted and apportioned to each municipality having a contract with the Commission and receiving power from the system during the year. The whole plant is owned and operated by the Commission. It comprises the generating equipment—including the Ontario Power Company's plant at Niagara Falls purchased by the Commission in 1917—also the transformer stations and transmission lines necessary to transform the power and transmit it to the municipalities supplied from the Niagara system. This plant is administered, operated and maintained by the Hydro-Electric Power Commission for the contracting municipalities by means of revenue derived from the sale, on the basis of COST, of electrical energy to the municipalities and to sundry other customers.

Column 4—Gives the cost of plants within the boundaries of the respective municipalities. These plants are financed, operated and maintained by the municipalities from the revenue derived from the utilities' customers.

Column 5—Shows the bank balance and investment of surplus funds in Government and other authorized securities and investments made by each municipal Hydro-electric utility.

Column 6—Gives sinking funds, in respect of local plant on deposit with municipal treasurers; sinking funds in respect of Commission's plant on deposit with Commission and invested in provincial securities, also municipal accounts receivable and inventories, together with the sum of $2,475,421.02 on deposit with the Hydro-Electric Power Commission of Ontario for the purpose of renewing its stations and lines.

NOTE.—Among other charges, the cost of power to the Commission as charged to municipalities includes an annual levy (after the five-year exemption period according to the Power Commission Act) for sinking fund for the specific purpose of liquidating the Commission's debt to the Provincial Government, and also includes a renewals reserve fund for the replacement of transforming and transmitting equipment. These accumulations represent a municipal equity in present and future plants and therefore the sum of both these funds is reflected as an asset.

Column 7—Totals columns 3, 4, 5 and 6 and shows the total investment of each municipality in the Niagara system.

LIABILITIES

Column 8—Gives the municipalities' liability in respect to the Hydro-Electric Power Commission's plants. The total of this column represents the sum invested by the Commission in stations, lines and generating plants, (see column 3) which sum is being repaid by the contracting municipalities by deposits to the Commission's sinking fund collected in the cost of power. These sinking funds, in accordance with the Power Commission Act, are invested in provincial securities.

Column 9—Shows the municipal debenture debt in respect of Hydro municipal plants within the municipal boundaries. This debt is created by the issuance of municipal serial or sinking fund debentures, which, in the majority of cases, are redeemable in twenty years.

Column 10—Gives the municipal accounts payable and other liabilities of the municipalities, also the current liability respecting the Ontario Power Company's generating plant at Niagara Falls.

Column 11—Gives the total debt of each municipality in respect of local plants, the Commission's stations and lines, and also of the Ontario Power Company of Niagara Falls.

RESERVES

Column 12—Shows the reserves arising from sinking fund payments and municipal debenture retirals in respect of local plants and the Hydro Commission's stations and lines.

NOTE.—The cost of power to the Commission as charged to municipalities includes, amongst other charges, an annual levy (after the five-year exemption period provided for in the Power Commission Act) for sinking fund for the purpose of liquidating the Hydro-Electric Power Commission's debt to the Provincial Government. The total of the sums so paid in accordance with provisions of the Act, are invested in provincial securities, and amount to $1,780,533.43.

Column 13—Shows reserve fund provided by the municipalities for renewing local plants and Commission's stations and lines (see column 6). It also includes the sum of $1,387,736.85 being the reserve for the purpose of renewing the development plant of the Ontario Power Company of Niagara Falls.

NOTE.—The cost of power to the Commission as charged to municipalities includes, amongst other charges, an annual levy in respect of a renewals fund for the specific purpose of replacing development plants, transforming and transmitting equipment.

SURPLUS

Column 14—Shows the sum which municipal Hydro utilities of the Niagara system have accumulated after having met, or having made provision to meet, every expense on account of interest, operation and maintenance, and after meeting all debenture payments, sinking fund, renewal and contingency charges both for local systems and for the provincial Hydro properties at present in operation.

Column 15—Totals reserves and surpluses as given in Columns 12, 13 and 14.

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operation	Average electrical horsepower taken during the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipalities as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities' investment in Niagara system
							NIAGARA
			$ c.	$ c.	$ c.	$ c.	$ c.
Acton	Jan., 1913	249.1	36,641.23	28,953.69	2,922.18	12,126.55	80,643.65
Ailsa Craig	Jan., 1916	124.4	37,377.93	11,134.61	5,640.85	6,149.20	60,302.59
Alvinston	April, 1922	25.9	31,099.14	22,206.71	1,878.61	323.27	55,507.73
Aylmer	Mar., 1918	199.6	54,655.55	43,637.51	9,615.29	8,077.95	115,986.30
Ayr	Jan., 1915	79.9	16,664.90	15,470.75	1,886.07	5,456.25	39,477.97
Baden	May, 1912	210.4	28,038.14	9,055.65	6,315.96	10,455.34	53,865.09
Beachville	Aug., 1912	271.1	31,680.56	11,817.43	10,743.66	11,205.07	65,446.72
Blenheim	Nov., 1915	176.9	38,988.04	29,252.29	.....	9,982.08	78,222.41
Bolton	Feb., 1915	114.1	40,473.99	21,031.52	.....	10,341.72	71,847.23
Bothwell	Sept., 1915	136.5	33,282.72	7,972.57	4,597.12	11,265.68	57,118.09
Brampton	Nov., 1911	997.8	102,723.76	100,968.07	38,484.10	30,940.46	273,116.39
Brantford	Feb., 1914	5,152.6	330,713.15	551,347.20	7,971.72	144,900.70	1,034,932.77
Brigden	Jan., 1918	55.6	28,448.61	10,573.84	683.66	4,617.42	44,323.53
Burford	June, 1915	52.1	26,054.44	9,847.55	580.58	4,695.62	41,178.19
Burgessville	Nov., 1916	25.3	7,044.95	3,974.98	1,171.28	1,043.68	13,234.89
Caledonia	Oct., 1912	101.1	8,596.55	12,057.36	1,171.73	2,435.54	24,261.18
Chatham	Feb., 1915	2,742.9	297,627.44	400,187.23	50.00	125,488.66	823,353.33
Chippawa	Sept., 1919	81.0	.....	17,738.55	169.96	1,180.16	19,088.67
Clinton	Mar., 1914	174.8	43,720.45	48,008.62	3,713.50	23,187.80	118,630.37
Comber	May, 1915	104.7	29,223.71	9,775.34	.....	5,811.60	44,810.65
Dashwood	Sept., 1917	47.2	20,783.97	4,237.09	1.40	2,858.57	27,881.03
Delaware	Mar., 1915	13.1	4,673.66	3,302.10	615.11	2,884.70	11,475.57
Dereham Township	Sept., 1919	57.4	10,347.66	24,557.21	1,523.58	3,972.25	40,400.70
Dorchester	Dec., 1914	23.9	4,354.97	8,431.78	1,505.54	1,892.18	16,184.47
Drayton	Mar., 1918	51.3	26,643.07	10,631.93	3,482.53	3,637.52	44,395.05
Dresden	April, 1915	160.5	25,274.24	25,481.99	4,015.94	8,480.02	63,252.19
Drumbo	Dec., 1914	26.5	5,561.28	4,868.46	863.79	2,588.94	13,882.47
Dublin	Oct., 1917	28.1	10,235.89	6,516.98	130.86	985.00	17,868.73
Dundas	Jan., 1911	1,173.8	55,004.14	101,307.48	5,101.36	25,737.85	187,150.83
Dunnville	June, 1918	296.3	82,816.04	85,271.27	.....	12,153.67	180,240.98
Dutton	Sept., 1915	109.7	18,405.16	12,271.38	4,547.38	4,779.52	40,003.44
Elmira	Nov., 1913	417.5	56,931.42	40,587.08	1,100.68	15,943.39	114,562.57
Elora	Nov., 1914	244.1	42,935.43	23,114.74	1,343.50	12,487.12	79,880.79
Embro	Jan., 1915	51.3	18,730.91	9,628.38	1,002.27	4,928.94	34,290.50
Etobicoke Township	Aug., 1917	517.5	46,617.14	121,855.70	50.00	14,154.79	182,677.63
Exeter	June, 1916	204.5	53,603.18	27,001.84	3,134.66	16,298.03	100,037.71
Fergus	Nov., 1914	218.0	39,779.67	35,271.42	.....	17,478.40	92,529.49
Forest	Mar., 1917	130.3	44,778.77	41,475.79	3,489.05	12,552.33	102,295.94
Galt	May, 1911	3,616.2	273,913.77	690,913.39	825.00	232,038.99	1,197,691.15
Georgetown	Sept., 1913	563.1	104,191.96	41,066.27	18,082.65	31,371.35	194,712.23
Glencoe	Aug., 1920	72.5	36,947.74	24,781.42	1,559.50	4,127.65	67,416.31
Goderich	Feb., 1914	460.3	147,283.42	109,806.87	.....	56,138.14	313,228.43
Granton	July, 1916	44.8	13,783.69	4,891.90	2,497.32	2,521.15	23,694.06
Guelph	Dec., 1910	4,458.4	287,598.30	349,729.46	25,062.50	163,397.64	825,787.90
Hagersville	Sept., 1913	428.9	58,143.55	21,385.23	2,056.42	14,709.26	96,294.46
Hamilton	Feb., 1911	18,832.2	1,506,231.82	1,867,729.29	119,081.21	749,716.46	4,242,758.78
Harriston	July, 1916	191.2	52,313.23	19,223.02	139.73	11,760.56	83,436.54
Hensall	Jan., 1917	54.7	24,157.00	12,755.26	2,957.53	4,827.48	44,697.27
Hespeler	Feb., 1911	447.7	37,494.33	59,636.86	935.23	15,372.54	113,438.96
Highgate	Dec., 1916	42.8	14,204.31	7,338.11	1,811.51	3,049.39	26,403.32
Ingersoll	May, 1911	1,197.8	101,737.64	126,438.64	20,500.00	74,922.99	323,599.27
Kitchener	Jan., 1911	7,312.0	517,005.12	592,398.81	24,047.78	179,839.77	1,313,291.48
Lambeth	April, 1915	30.9	11,024.12	7,621.26	126.33	3,172.55	21,944.26
Listowel	June, 1916	412.8	74,520.49	63,738.48	70.78	14,918.20	153,247.95
London	Jan., 1911	15,137.0	1,079,944.93	1,752,008.29	9,058.93	1,017,819.84	3,858,831.99
Lucan	Feb., 1915	178.5	30,293.63	16,407.60	8,267.24	7,287.53	62,256.00
Lynden	Nov., 1915	96.8	24,206.53	5,298.74	467.10	6,009.20	35,981.57
Markham	April, 1920	77.4	18,974.76	16,481.04	.....	3,547.58	39,003.38
Milton	April, 1913	894.4	103,995.01	39,286.39	7,382.30	30,819.13	181,482.83
Milverton	June, 1916	351.5	52,123.10	16,999.22	.....	11,008.77	80,131.09

*Denotes shortage.

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' liability in respect to Hydro-Electric Power Commission's plants	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid, sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
36,641.23	5,646.50	129.33	42,417.06	11,897.04	11,956.39	14,373.16	38,226.59
37,377.93	6,302.26	146.40	43,826.59	1,749.34	7,080.16	7,646.50	16,476.00
31,099.14	1,875.57	22,237.90	55,212.61	280.25	277.86	*262.99	295.12
54,655.55	31,138.55	90.76	85,884.86	8,080.96	9,166.67	12,853.81	30,101.44
16,664.90	7,442.03	10.06	24,116.99	5,970.36	6,181.26	3,209.36	15,360.98
28,038.14	3,930.83	684.27	32,653.24	4,300.28	9,516.60	7,394.97	21,211.85
31,680.56	4,233.43	931.07	36,845.06	4,569.96	11,157.85	12,873.85	28,501.66
38,988.04	12,513.58	4,143.69	55,645.31	3,263.52	11,929.19	7,384.39	22,577.10
40,473.99	10,654.47	6,602.05	57,730.51	3,607.45	13,036.52	*2,527.25	14,116.72
33,282.72	4,469.13	1,420.26	39,172.11	2,749.75	9,114.67	6,081.56	17,945.98
102,723.76	47,736.29	5,365.70	155,825.75	31,864.31	51,786.49	33,639.84	117,290.64
330,713.15	398,750.00	47,526.43	776,989.58	98,651.80	119,761.09	39,530.30	257,943.19
28,448.61	3,712.67	1,832.27	33,993.55	4,490.75	4,656.27	1,182.96	10,329.98
26,054.44	3,575.84	2,613.68	32,243.96	1,849.43	5,126.93	1,957.87	8,934.23
7,044.95	2,700.62	229.61	9,975.18	936.75	1,788.86	534.10	3,259.71
8,596.55	3,789.86	.70	12,387.11	1,700.21	4,365.54	5,808.32	11,874.07
297,627.44	273,966.34	81,365.03	652,958.81	35,961.35	81,467.52	52,965.65	170,394.52
.....	12,543.09	195.22	12,738.31	983.42	1,181.25	4,185.69	6,350.36
43,720.45	40,500.00	369.30	84,589.75	10,867.59	18,379.04	4,793.99	34,040.62
29,223.71	5,898.12	186.09	35,307.92	2,758.34	6,376.74	367.65	9,502.73
20,783.97	3,076.77	20.39	23,881.13	461.54	3,416.15	122.21	3,999.90
4,673.66	3,424.98	257.60	8,356.24	755.02	1,607.81	756.50	3,119.33
10,347.66	20,001.12	5,719.96	36,068.74	3,584.68	5,945.65	*5,198.37	4,331.96
4,354.97	3,773.06	.....	8,128.03	834.08	2,571.90	4,650.46	8,056.44
26,643.07	8,822.61	.....	35,465.68	824.02	4,812.65	3,292.70	8,929.37
25,274.24	11,055.81	.....	36,330.05	6,499.62	10,018.09	10,404.43	26,922.14
5,561.28	3,853.20	.....	9,414.48	1,040.25	2,480.41	947.33	4,467.99
10,235.89	5,106.08	671.40	16,013.37	1,173.07	1,732.94	*1,050.65	1,855.35
55,004.14	43,791.37	4,638.76	103,434.27	18,568.51	38,911.11	26,236.94	83,716.56
82,816.04	60,320.43	8,049.36	151,185.83	5,929.01	16,560.59	6,565.55	29,055.15
18,405.16	7,606.32	.....	26,011.48	1,717.90	6,430.09	5,843.97	13,991.96
56,931.42	17,092.94	92.00	74,116.36	6,418.09	16,842.00	17,186.12	40,446.21
42,935.43	10,097.03	.....	53,032.46	5,654.12	12,740.89	8,453.32	26,848.33
18,730.91	6,850.91	1,646.63	27,228.45	1,792.08	6,301.34	*1,031.37	7,062.05
46,617.14	69,617.84	6,233.41	122,468.39	14,307.03	25,149.35	20,752.86	60,209.24
53,603.18	16,588.13	1,699.96	71,891.27	6,481.80	12,297.19	9,367.45	28,146.44
39,779.67	13,852.61	15,337.57	68,969.85	4,342.44	12,723.89	6,493.31	23,559.64
44,778.77	24,172.18	1,369.89	70,320.84	10,575.80	11,011.43	10,387.87	31,975.10
273,913.77	387,565.04	190,128.10	851,606.91	114,166.10	128,546.36	103,371.78	345,084.24
104,191.96	17,092.91	.....	121,284.87	10,248.08	32,952.59	30,226.69	73,427.36
36,947.74	19,052.03	697.21	56,696.98	2,404.56	2,838.93	5,475.84	10,719.33
147,283.42	39,184.51	16,416.82	202,884.75	29,857.16	58,941.04	21,545.48	110,343.68
13,783.69	3,128.39	592.78	17,504.86	690.29	3,136.25	2,362.66	6,189.20
287,598.30	93,079.38	55,750.25	436,427.93	106,771.37	122,134.26	160,454.34	389,359.97
58,143.55	6,426.62	.....	64,570.17	5,034.12	9,311.80	17,378.37	31,724.29
1,506,231.82	1,489,920.31	242,050.86	3,238,202.99	383,904.83	494,480.49	126,170.47	1,004,555.79
52,313.23	9,470.62	3,476.35	65,260.20	5,153.54	10,935.28	2,087.52	18,176.34
24,157.00	10,875.15	1,606.52	36,638.67	2,104.20	6,378.44	*424.04	8,058.60
37,494.33	28,878.71	4,572.21	70,945.25	23,557.98	13,283.35	5,652.38	42,493.71
14,204.31	4,488.11	.....	18,692.42	870.24	3,744.20	3,096.45	7,710.90
101,737.64	79,800.00	7,462.02	188,999.66	38,464.72	46,083.72	50,051.17	134,599.61
517,005.12	184,081.14	104,151.44	805,237.70	177,287.59	201,130.08	129,636.11	508,053.78
11,024.12	3,571.01	1,123.34	15,718.47	656.26	3,090.25	2,479.28	6,225.79
74,520.49	31,654.64	7,994.52	114,169.65	13,619.96	18,408.86	7,049.48	39,078.30
1,079,944.93	1,045,575.19	410,716.60	2,536,236.72	425,706.70	535,460.75	361,427.82	1,322,595.27
30,293.63	8,761.29	.....	39,054.92	3,879.44	8,598.46	10,723.18	23,201.08
24,206.53	3,981.91	.....	28,188.44	1,704.60	5,679.87	408.66	7,793.13
18,974.76	9,888.45	29.06	28,892.27	1,816.14	2,170.64	6,124.33	10,111.11
103,995.01	12,370.36	3,814.79	120,180.16	18,922.36	27,335.96	15,044.35	61,302.67
52,123.10	7,247.23	538.45	59,908.78	3,622.34	8,841.70	7,758.27	20,222.31

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operation	Average electrical horsepower taken during the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipalities as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities' investment in Niagara system
							NIAGARA
			$ c	$ c.	$ c.	$ c.	$ c.
Mimico	May, 1912	595.1	58,465.72	77,501.79	1,606.30	10,690.42	148,264.23
Mitchell	Sept., 1911	224.2	33,708.58	53,167.24	4,470.04	17,588.09	108,933.95
Moorefield	Mar., 1918	30.7	14,060.06	4,735.35	959.15	1,758.11	21,512.67
Mount Brydges	Mar., 1915	27.3	9,739.76	5,103.06	2,457.03	3,667.45	20,967.30
Newbury	Mar., 1921	24.5	9,378.28	9,132.73	207.03	1,328.02	20,046.06
New Hamburg	Mar., 1911	245.1	35,102.77	32,958.30	889.04	20,113.13	89,063.24
New Toronto	Feb., 1914	1,803.9	171,347.96	67,213.47	12,301.12	56,775.35	307,637.90
Niagara Falls	Dec., 1915	4,050.9	39,269.58	490,617.36	26,054.23	48,804.02	604,745.19
Niagara-on-Lake	Aug., 1919	185.7	7,998.19	21,537.29	1,745.67	1,267.35	32,548.50
Norwich	May, 1912	248.7	38,139.16	25,662.67	9,247.33	17,827.80	90,876.96
Oil Springs	Feb., 1918	212.6	39,503.84	21,554.44	1,467.47	6,767.96	69,293.71
Otterville	Feb., 1916	40.4	10,173.58	7,028.84	3,258.18	1,430.92	21,891.52
Palmerston	July, 1916	197.2	40,943.24	31,939.13	1,935.55	18,332.09	93,150.01
Paris	Feb., 1914	897.6	65,850.42	119,625.70	.....	38,301.36	223,777.48
Parkhill	May, 1920	61.9	34,399.18	19,583.23	1,729.02	2,390.26	58,101.69
Petrolia	May, 1916	611.0	93,825.09	72,749.38	4,000.00	28,937.50	199,511.97
Plattsville	Dec., 1914	28.9	15,561.28	5,801.50	69.02	6,985.88	28,417.68
Port Credit	Aug., 1912	143.2	21,430.11	19,007.62	5,279.01	3,231.54	48,948.28
Port Dover	Dec., 1921	58.1	20,483.53	28,555.11	.....	289.44	49,328.08
Port Stanley	April, 1912	207.0	42,727.88	32,347.81	2,769.81	16,493.85	94,339.35
Preston	Jan., 1911	1,808.1	128,079.07	179,998.60	50.00	43,381.73	351,509.40
Princeton	Jan., 1915	18.5	9,294.16	3,707.92	740.19	2,587.18	16,329.45
Queenston	Mar., 1921	36.6	800.07	10,316.85	542.74	89.35	11,749.01
Ridgetown	Dec., 1915	205.2	40,667.08	30,570.64	16,892.15	13,213.37	101,343.24
Rockwood	Sept., 1913	50.7	14,590.85	9,313.81	148.83	4,788.36	28,841.85
Rodney	Feb., 1917	67.8	15,981.58	12,149.85	2,614.79	3,810.11	34,556.33
St. George	Sept., 1915	72.9	6,471.84	6,611.29	6,169.83	4,168.61	23,421.57
St. Jacobs	Sept., 1917	66.2	10,143.36	6,857.23	3,737.80	2,153.92	22,892.31
St. Marys	May, 1911	892.8	106,761.28	118,364.49	.....	50,643.69	275,769.46
St. Thomas	April, 1911	2,742.8	239,026.38	329,930.04	20,693.93	148,616.03	738,266.38
Sarnia	Dec., 1916	3,297.9	501,993.95	488,958.06	594.21	109,227.07	1,100,773.29
Scarboro Township	Aug., 1918	295.3	17,598.46	87,798.11	2,533.69	8,201.03	116,131.29
Seaforth	Nov., 1911	339.7	63,449.95	47,579.92	10,696.69	46,808.05	168,534.61
Simcoe	Aug., 1915	348.4	38,816.64	55,653.73	6,000.00	8,563.08	109,033.45
Springfield	Aug., 1917	18.6	8,999.28	6,813.80	272.73	1,596.28	17,682.09
Stamford Township	Nov., 1916	473.3	9,747.62	109,833.27	1,101.14	7,363.44	128,045.47
Stratford	Jan., 1911	2,955.9	289,592.57	446,465.59	28,177.56	208,709.87	972,945.59
Strathroy	Dec., 1914	453.7	84,136.77	72,273.56	4,099.62	33,465.29	193,975.24
Tavistock	Nov., 1916	275.3	47,760.33	13,866.57	9,264.06	10,043.09	80,934.05
Thamesford	Feb., 1914	99.6	22,315.14	8,828.22	1,920.88	6,793.41	39,857.65
Thamesville	Oct., 1915	79.1	16,984.29	15,392.58	4,449.09	6,083.32	42,909.28
Thedford	May, 1922	15.2	20,144.17	13,017.64	3,319.74	329.48	36,811.03
Thorndale	Mar., 1914	47.8	15,940.62	4,804.14	762.56	5,264.40	26,771.72
Tilbury	April, 1915	186.6	33,916.41	20,577.00	.....	9,544.74	64,038.15
Tillsonburg	Aug., 1911	364.3	61,993.86	65,654.81	14,628.68	42,113.62	184 390.97
Toronto	June, 1911	73,676.9	4,519,247.27	21,617,537.68	444,846.09	6022,162.74	32,603,793.78
Toronto Township	Aug., 1913	288.8	25,426.17	113,893.25	12,077.88	10,511.73	161.909.03
Walkerville	Nov., 1914	4,401.9	625,776.06	425,800.65	50.00	287,532.93	1,339,159.64
Wallaceburg	Feb., 1915	787.1	124,703.74	91,214.37	11,409.14	60,738.74	288,065.99
Wardsville	June, 1921	11.3	6,832.59	6,676.91	1,936.64	148.05	15,594.19
Waterdown	Nov., 1911	137.5	18,960.08	15,224.64	6,374.00	6,501.54	47,060.26
Waterford	April, 1915	171.2	21,067.73	17,970.52	3,810.26	4,580.39	47,428.89
Waterloo	Dec., 1910	1,468.0	107,984.45	188,122.80	1,022.27	50,156.96	347,286.48
Watford	Sept., 1917	68.1	31,616.87	17,489.00	147.02	6,734.47	55,987.36
Welland	Sept., 1917	1,711.5	89,950.29	259,267.34	100.00	139,167.46	488,485.09
Wellesley	Nov., 1916	132.4	29,715.82	8,672.65	2,748.08	4,878.77	46,015.32
West Lorne	Jan., 1917	176.5	32,393.34	13,042.41	5,408.66	4,533.34	55,377.75
Weston	Jan., 1911	1,195.4	112,203.64	105,185.39	5,515.73	34,516.21	257,420.97
Windsor	Oct., 1914	7,166.3	1,011,472.81	1,426,350.59	11,193.03	526,350.08	2,975,366.51
Woodbridge	Dec., 1914	180 6	28,171.72	14,732.28	6,945.57	6,133.83	55,983.40

*Denotes shortage.

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' liability in respect to Hydro-Electric Power Commission's plants	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid, sinking fund and other reserves	Plant renewal reserve	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
58,465.72	39,740.51	7,302.96	105,509.19	9,412.89	19,727.02	13,615.13	42,755.04
33,708.58	6,191.39	736.76	40,636.73	20,172.77	25,573.86	22,550.59	68,297.22
14,060.06	3,795.21	232.49	18,087.76	788.14	2,208.76	428.01	3,424.91
9,739.76	3,653.53	.....	13,393.29	1,094.35	3,698.81	2,780.85	7,574.01
9,378.28	8,700.00	398.84	18,477.12	1,091.55	399.14	78.25	1,568.94
35,102.77	13,687.67	38.62	48,829.06	8,411.15	20,388.40	11,434.63	40,234.18
171,347.96	6,672.25	11,628.36	189,648.57	18,795.57	42,029.92	57,163.84	117,989.33
39,269.58	326,751.25	23,539.77	389,560.60	114,371.15	44,785.55	56,027.89	215,184.59
7,998.19	7,738.45	434.65	16,171.29	3,573.67	1,930.63	10,872.91	16,377.21
38,139.16	10,955.66	1,189.02	50,283.84	6,532.16	20,422.48	13,638.48	40,593.12
39,503.84	14,607.58	2,755.64	56,867.06	2,544.38	4,795.86	5,086.41	12,426.65
10,173.58	3,473.18	50.47	13,697.23	1,192.26	2,421.73	4,580.30	8,194.29
40,943.24	13,049.37	799.26	54,791.87	15,127.91	10,180.74	13,049.49	38,358.14
65,850.42	42,952.71	2,418.65	111,221.78	62,125.54	35,942.43	14,487.73	112,555.70
34,399.18	13,356.07	.....	47,755.25	1,230.95	2,708.77	6,406.72	10,346.44
93,825.09	43,161.13	5,053.31	142,039.53	9,991.98	25,158.83	22,321.63	57,472.44
15,561.28	4,484.30	1,452.07	21,497.65	2,297.38	6,749.92	*2,127.27	6,920.03
21,430.11	5,896.04	1,192.99	28,519.14	3,610.67	7,354.37	9,464.10	20,429.14
20,483.53	19,824.01	6,423.50	46,731.04	1,235.61	756.82	604.61	2,597.04
42,727.88	14,569.34	13.90	57,311.12	8,477.06	19,388.29	9,162.88	37,028.23
128,079.07	55,922.29	36,387.33	220,388.69	52,320.00	61,662.42	17,138 29	131,120.71
9,294.16	3,039.75	1,070.78	13,404.69	1,090.26	2,826.81	*992.31	2,924.76
800.07	7,782.52	2,127.32	10,709.91	276.40	187.94	574.76	1,039.10
40,667.08	13,754.34	1,319.10	55,740.52	7,716.26	12,633.01	25,253.45	45,602.72
14,590.85	.....	678.83	15,269.68	3,026.07	5,958.89	4,587.21	13,572.17
15,981.58	7,691.76	.....	23,673.34	984.76	4,009.80	5,888.43	10,882.99
6,471.84	5,194.69	50.43	11,716.96	1,470.49	4,097.09	6,137.03	11,704.61
10,143.36	5,039.51	134.00	15,316.87	1,160.94	2,518.71	3,895.79	7,575.44
106,761.28	41,757.81	9,903.65	158,422.74	54,730.06	54,044.95	8,571.71	117,346.72
239,026.38	86,319.25	28,259.07	353,604.70	88,684.22	130,544.54	165,432.92	384,661.68
501,993.95	258,907.19	25,028.18	785,929.32	53,235.57	113,661.58	147,946.82	314,843.97
17,598.46	38,510.53	36,412.52	92,521.51	7,162.47	9,082.96	7,364.35	23,609.78
63,449.95	25,000.00	2,059.86	90,509.81	16,406.48	38,791.57	22,826.75	78,024.80
38,816.64	34,631.60	4,578.29	78,026.53	2,150.33	14,229.75	14,626.84	31,006.92
8,999.28	2,296.00	95.12	11,390.40	2,784.85	1,379.60	2,127.24	6,291.69
9,747.62	72,734.60	18,528.42	101,010.64	6,571.91	9,547.51	10,915.41	27,034.83
289,592.57	362,000.00	7,272.74	658,865.31	126,392.36	137,872.04	49,815.88	314,080.28
84,136.77	34,963.01	.....	119,099.78	16,309.48	28,020.21	30,545.77	74,875.46
47,760.33	5,385.71	.....	53,146.04	1,825.12	8,634.36	17,328.53	27,788.01
22,315.14	4,174.62	320.51	26,810.27	2,482.63	6,722.38	3,842.37	13,047.38
16,984.29	9,115.03	.....	26,099.32	2,951.86	6,118.15	7,739.95	16,809.96
20,144.17	16,051.45	7.29	36,202.91	464.15	139.30	4.67	608.12
15,940.62	2,468.57	1,440.20	19,849.39	2,188.90	4,722.00	11.43	6,922.33
33,916.41	11,930.70	292.33	46,139.44	3,517.95	9,262.36	5,118.40	17,898.71
61,993.86	27,749.84	4,439.85	94,183.55	22,667.62	41,613.30	25,926.50	90,207.42
4,519,247.27	17,614,650.51	1,912,331.88	24,046,229.66	3,655,906.79	3,641,969.02	1,259,688.31	8,557,564.12
25,426.17	76,261.78	995.00	102,682.95	4,460.60	27,867.86	26,897.62	59,226.08
625,776.06	218,338.47	152,409.67	996,524.20	76,243.79	155,448.40	110,943.25	342,635.44
124,703.74	64,283.81	3,776.83	192,764.38	13,284.53	37,373.52	44,643.56	95,301.61
6,832.59	7,344.92	357.98	14,535.49	231.98	253.55	573.17	1,058.70
18,960.08	4,570.67	3.02	23,533.77	5,556.47	12,759.08	5,210.94	23,526.49
21,067.73	.....	242.76	21,310.49	8,849.93	6,624.64	10,643.83	26,118.40
107,984.45	91,945.69	5,702.39	205,632.53	30,749.93	66,925.85	43,978.17	141,653.95
31,616.87	7,629.10	595.37	39,841.34	2,273.70	7,248.43	6,623.89	16,146.02
89,950.29	199,048.54	85,539.40	374,538.23	42,712.59	74,828.05	*3,593.78	113,946.86
29,715.82	6,077.86	193.12	35,986.80	2,179.09	6,802.51	2,046.92	11,028.52
32,393.34	7,294.15	.....	39,687.49	1,259.13	4,037.26	10,393.87	15,690.26
112,203.64	37,907.21	8,344.64	158,455.49	18,856.22	41,490.43	38,618.83	98,965.48
1,011,472.81	1,082,316.60	330,472.58	2,424,261.99	142,427.82	211,147.55	197,529.15	551,104.52
28,171.72	7,529.91	839.21	36,540.84	2,546.55	7,615.55	9,280.45	19,442.56

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operation	Average electrical horsepower taken during the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipalities as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities' investment in Niagara System
							NIAGARA
			$ c.	$ c.	$ c.	$ c.	$ c
Woodstock	Jan., 1911	2,142.5	139,769.50	264,213.75	944.37	74,804.87	479,732.49
Wyoming	Nov., 1916	38.7	12,729.42	9,926.56	1,156.22	4,390.29	28,202 49
Zurich	Sept., 1917	51.2	26,682.21	6,876.44	5,063.42	4,017.42	42,639.49
Merritton	Nov., 1920	217.3	.....	28,269.35	1,061.86	2,309.32	31,640.53
St. Catharines	.....	4,222.1	19,383.54	435,158.57	1,316.41	48,169.85	504,028.37
Port Dalhousie	Nov., 1912	162.9	5,834.33	25,287.60	1,743.19	5,215.66	38,080.78
Grantham Township	May, 1915	39.0	28,289.47	16,386.89	633.04	9,304.85	54,614.25
Port Colborne	Mar., 1920	473.4	.....	70,533.48	201.99	7,727.62	78,463.09
Belle River	.....	.....	.....	12,183.41	.....	1,816.59	14,000.00
Ford	.....	.....	.....	72,548.30	.....	2,294.22	74,842.52
Merlin	.....	.....	.....	7,835.78	.....	2,239.97	10,075.75
Point Edward	.....	.....	.....	15,732.30	.....	.....	15,732.30
Riverside	.....	.....	.....	38,206.80	.....	1,450.28	39,657.08
St. Clair Beach	.....	.....	.....	5,992.66	.....	3,854.42	9,847.08
Tecumseh	.....	.....	.....	26,120.45	.....	309.12	26,429.57
RURAL POWER DISTRICTS.							
Aylmer	.....	6.7	6,218.61	.....	.....	714.21	6,932.82
Baden	.....	19.9	10,629.67	.....	.....	462.84	11,092.51
Brant	.....	3.2	8,914.26	.....	.....	1,247.06	10,161.32
Chatham	.....	26.0	23,592.83	.....	.....	1,577.65	25,170.48
Chippawa	.....	3.2	17,378.88	.....	.....	773.88	18,152.76
Dorchester	.....	42.1	45,424.51	.....	.....	4,527.89	49,952.40
Drumbo	.....	3.2	9,787.62	.....	.....	291.23	10,078.85
Dundas	.....	5.4	16,168.88	.....	.....	2,529.48	18,698.36
Galt	.....	.5	1,963.50	.....	.....	68.21	2,031.71
Ingersoll	.....	.....	495.90	.....	.....	792.12	1,288.02
Jordan	.....	1.8	2,103.45	.....	.....	193.90	2,297.35
Lynden	.....	6.6	8,449.72	.....	.....	508.69	8,958.41
Niagara	.....	15.0	8,102.12	.....	.....	913.69	9,015.81
Preston	.....	99.5	37,952.16	.....	.....	6,346.63	44,298.79
Ridgetown	.....	14.1	27,938.48	.....	.....	2,545.99	30,484.47
Saltfleet	.....	69.1	100,321.46	.....	.....	5,868.62	106,190.08
Sandwich	.....	5.8	4,421.54	.....	.....	554.92	4,976.46
Stamford	.....	10.2	10,164.85	.....	.....	859.30	11,024.15
Welland	.....	3.6	3,533.32	.....	.....	266.49	3,799.81
Woodstock	.....	.....	1,536.69	.....	.....	3,199.01	4,735.70
Totals—Municipalities	.....	.....	16,331,243.73	36,464,372.20	1,119,993.76	11,685,879.87	65,601,489.56
Rural Districts not included in above	.....	.....	338,688.94	421,071.31	11,787.21	49,210.14	820,757.60
Companies and Government Industries	.....	.....	2,802,655.78	.....	.....	798,737.67	3,601,393.45
						12,533,827.68	70,023,640.61
	Less		Renewals Expense and Adjustments...			218,936.72	218,936.72
Totals—Municipalities, Rural Districts and Companies	.....	.....	19,472,588.45	36,885,443.51	1,131,780.97	12,314,890.96	69,803,703.89
Chippawa Development Works	.....	.....	65,642,615.86	.....	.....	.....	65,642,615.86
Power Development Plant at Niagara Falls (purchased from Ontario Power Company August, 1917)	.....	.....	26,914,720.75	.....	.....	1,151,668.56	28,066,389.31
Totals of Niagara System Revenue-producing properties in operation as at 31st December, 1922	.....	.....	112,029,925.06	36,885,443.51	1,131,780.97	13,466,559.52	163,513,709.06
PLANTS UNDER CONSTRUCTION — Transformer Stations, Transmission Lines and additions and extensions to the System to serve Municipal and Rural Service	.....	.....	2,246,230.96	.....	.....	.....	2,245,230.96
Grand Totals of all Properties connected with Niagara System in Service and under Construction	.....	.....	114,276,156.02	36,885,443.51	1,131,780.97	13,466,559.52	165,759,940.20

*Denotes shortage

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' liability in respect to Hydro-Electric Power Commission's plants	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid, sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
139,769.50	67,385.63	5,235.27	212,390.40	79,285.79	86,517.68	100,538.62	266,342.09
12,729.42	7,895.30	2,995.87	23,620.59	2,237.93	3,572.98	*1,229.01	4,581.90
26,682.21	5,233.45	.....	31,915.66	520.18	4,839.24	5,364.41	10,723.83
.....	4,072.84	1,224.22	5,297.06	1,178.28	1,497.00	23,668.19	26,343.47
19,383.54	210,741.94	61,362.23	291,487.71	49,201.99	65,680.30	97,658.37	212,540.66
5,834.33	19,422.08	1,284.67	26,541.08	4,218.62	5,641.25	1,679.83	11,539.70
28,289.47	10,681.99	5,957.33	44,928.79	6,730.53	2,886.90	68.03	9,685.46
.....	48,039.52	17,850.14	65,889.66	4,407.13	2,985.00	5,181.30	12,573.43
.....	9,000.00	.....	9,000.00	.....	.....	5,000.00	5,000.00
.....	63,000.00	7,312.68	70,312.68	.....	2,877.17	1,652.67	4,529.84
.....	8,505.00	1,570.75	10,075.75	.....	.....	.....	.....
.....	5,402.82	5,058.78	10,461.60	1,597.18	2,851.00	822.52	5,270.70
.....	29,500.00	7,702.45	37,202.45	.....	1,171.69	1,282.94	2,454.63
.....	6,341.45	3,507.67	9,849.12	.....	.....	*2.04	*2.04
.....	18,048.73	8,397.84	26,446.57	451.27	626.62	*1,094.89	*17.00
6,218.61	.....	1,339.84	7,558.45	423.85	290.36	*1,339.84	*625.63
10,629.67	.....	388.52	11,018.19	186.51	276.33	*388.52	74.32
8,914.26	.....	64.61	8,978.87	161.06	326.71	694.68	1,182.45
23,592.83	.....	.....	23,592.83	346.69	357.86	873.10	1,577.65
17,378.88	.....	.....	17,378.88	101.77	184.48	487.63	773.88
45,424.51	.....	.....	45,424.51	407.94	570.99	3,548.96	4,527.89
9,787.62	.....	.....	9,787.62	62.77	85.16	143.30	291.23
16,168.88	.....	.....	16,168.88	389.79	803.88	1,335.81	2,529.48
1,963.50	.....	.....	1,963.50	4.89	6.61	56.71	68.21
495.90	.....	.....	495.90	154.42	339.74	297.96	792.12
2,103.45	.....	.....	2,103.45	17.09	23.26	153.55	193.90
8,449.72	.....	.....	8,449.72	109.85	110.28	288.56	508.69
8,102.12	.....	.....	8,102.12	115.69	207.72	590.28	913.69
37,952.16	.....	.....	37,952.16	641.15	942.17	4,763.31	6,346.63
27,938.48	.....	.....	27,938.48	163.82	232.78	2,149.39	2,545.99
100,321.46	.....	.....	100,321.46	907.09	1,458.07	3,503.46	5,868.62
4,421.54	.....	.....	4,421.54	27.72	35.43	491.77	554.92
10,164.85	.....	.....	10,164.85	119.04	176.15	564.11	859.30
3,533.32	.....	.....	3,533.32	36.25	45.29	184.95	266.49
1,536.69	.....	.....	1,536.69	566.25	1,230.13	1,402.63	3,199.01
16,331,243.73	26,380,725.96	4,150,590.13	46,862,559.82	6,630,958.64	7,815,489.15	4,292,481.95	18,738,929.74
338,688.94	337,794.42	68,300.84	744,784.20	28,451.59	47,762.04	*240.23	75,973.40
2,802,655.78	.....	.....	2,802,655.78	356,483.00	442,254.67	.....	798,737.67
					8,305,505.86		19,613,640.81
	Less Renewals Expense and Adjustments.....				218,936.72	.....	218,936.72
19,472,588.45	26,718,520.38	4,218,890.97	50,409,999.80	7,015,893.23	8,086,569.14	4,292,241.72	19,394,704.09
65,642,615.86	.....	.....	65,642,615.86	.....	.....	.....	.....
25,405,676.62	.....	633,940.91	26,039,617.53	549,242.00	1,387,736.85	89,792.93	2,026,771.78
110,520,880.93	26,718,520.38	4,852,831.88	142,092,233.19	7,565,135.23	9,474,305.99	4,382,034.65	21,421,475.87
2,246,230.96	.....	.....	2,246,230.96	.....	.....	.....	.....
112,767,111.89	26,718,520.38	4,852,831.88	144,338,464.15	7,565,135.23	9,474,305.99	4,382,034.65	21,421,475.87

HYDRO-ELECTRIC POWER COMMISSION BALANCE SHEETS OF THE MUNICIPALITIES OF THE SEVERN, EUGENIA, WASDELLS, MUSKOKA, ST. LAWRENCE AND RIDEAU SYSTEMS, DECEMBER 31, 1922

The Commission submits herewith statements of the Severn, Eugenia, Wasdells, Muskoka, St. Lawrence and Rideau systems' assets, liabilities, reserves and surpluses reflecting the operations of the Hydro-Electric Power Commission of Ontario and the municipalities since the commencement of operation to December 31, 1922.

Explanation of the Various Columns of the Balance Sheets

Column 1—Gives the names of the municipalities now under contract with the Hydro-Electric Power Commission of Ontario for a supply of electrical energy and the dates upon which each municipality commenced to receive this supply of power.

Column 2—Gives the average electrical horsepower delivered to each municipality by the Hydro-Electric Power Commission of Ontario during the year.

ASSETS

Column 3—Shows the cost of the plant of the Hydro-Electric Power Commission of Ontario as annually adjusted and apportioned to each municipality having a contract with the Commission and receiving power from the systems during the year. These plants are owned and operated by the Commission. They comprise the generating equipment, the transformer stations and transmission lines necessary to transform the power and transmit it to the municipalities, and are administered, operated and maintained by the Hydro-Electric Power Commission for the contracting municipalities by means of revenue derived from the sale, on the basis of COST, of electrical energy to the municipalities and to sundry other customers.

Column 4—Gives the cost of plants within the boundaries of the respective municipalities. These plants are financed, operated and maintained by the municipalities from the revenue derived from the utilities' customers.

Column 5—Shows the bank balance and investment of surplus funds in Government and other authorized securities and investments made by each municipal Hydro-electric utility.

Column 6—Gives sinking funds, in respect of local plants on deposit with municipal treasurers; sinking funds in respect of Commission's plant on deposit with Commission and invested in provincial securities, also municipal accounts receivable and inventories, together with the sum of $462,106.58 on deposit with the Hydro-Electric Power Commission of Ontario for the purpose of renewing its stations and lines.

NOTE:—Amongst other charges, the cost of power to the Commission as charged to municipalities includes an annual levy (after the five-year exemption period according to the Power Commission Act) for sinking fund for the specific purpose of liquidating the Commission's debt to the Provincial Government,

and also includes a renewals reserve fund for the replacement of transforming and transmitting equipment. These accumulations represent a municipal equity in present and future plants and therefore the sum of both these funds is reflected as an asset.

Column 7—Totals columns 3, 4, 5 and 6 and shows the total investment of each municipality.

LIABILITIES

Column 8—Gives the municipalities' liability in respect to the Hydro-Electric Power Commission's plants. The total of this column represents the sum invested by the Commission in stations, lines and generating plants (see column 3), which sum is being repaid by the contracting municipalities by deposits to the Commission's sinking fund collected in the cost of power. These sinking funds in accordance with the Power Commission Act, are invested in provincial securities.

Column 9—Shows the municipal debenture debt in respect of Hydro municipal plants within the municipal boundaries. This debt is created by the issuance of municipal serial or sinking fund debentures, which, in the majority of cases, are redeemable in twenty years.

Column 10—Gives the municipal accounts payable and other liabilities of the municipalities.

Column 11—Gives the total debt of each municipality in respect of local plants, the Commission's stations and lines.

RESERVES

Column 12—Shows the reserves arising from sinking fund payments and municipal debenture retirals in respect of local plants and the Hydro Commission's stations and lines.

NOTE:—The cost of power to the Commission as charged to municipalities includes, amongst other charges, an annual levy (after the five-year exemption period provided for in the Power Commission Act) for sinking fund for the purpose of liquidating the Hydro-Electric Power Commission's debt to the Provincial Government. The totals of the sums so paid in accordance with provisions of the Act, are invested in provincial securities.

Column 13—Shows reserve fund provided by the municipalities for renewing local plants and Commission's stations and lines, (see column 6).

NOTE:—The cost of power to the Commission as charged to municipalities includes, amongst other charges, an annual levy in respect of a renewals fund for the specific purpose of replacing development plants, transforming and transmitting equipment.

SURPLUS

Column 14—Shows the sum which municipal Hydro utilities have accumulated after having met or having made provision to meet every expense on account of interest, operation and maintenance, and after meeting all debenture payments, sinking fund, renewal and contingency charges for both local systems as well as for the provincial Hydro properties at present in operation.

Column 15—Totals reserves and surpluses as given in columns 12, 13 and 14.

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operating	Average electrical horsepower taken in the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipality as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities investments
							SEVERN
			$ c.	$ c.	$ c.	$ c.	$ c.
Alliston	June, 1918	111.9	67,702.03	43,165.97	1,048.99	7,189.42	119,106.41
Barrie	April, 1913	866.9	177,192.67	134,553.70	45,860.41	50,374.50	407,981.28
Beeton	Aug., 1918	84.5	61,101.98	15,956.13	411.99	4,320.30	81,790.40
Bradford	Oct., 1918	58.9	54,743.86	20,396.18	502.27	3,426.09	79,068.40
Coldwater	Mar., 1913	83.7	20,291.23	11,381.84	1,151.48	7,741.73	40,566.28
Collingwood	Mar., 1913	1,124.3	277,030.92	102,129.77	8,476.05	82,987.86	470,624.60
Cookstown	May, 1918	52.1	22,990.20	13,774.07	450.07	2,934.20	40,148.54
Creemore	Nov., 1914	53.	24,754.14	11,085.47	5,537.73	7,302.99	48,680.33
Elmvale	June, 1913	150.8	30,481.93	11,647.83	2,419 17	8,086.97	52,635.90
Midland	July, 1911	1,290.3	231,618.34	162,758.72	6,839.91	70,587.46	471,804.43
Penetang	July, 1911	695.1	132,207.66	67,393.11	.....	52,620.47	252,221.24
Port McNicoll	Jan., 1915	43.3	8,888.64	8,453.19	191.18	1,252.22	18,785.23
Stayner	Oct., 1913	120.5	30,484.00	19,813.40	2,106.76	9,385.09	61,789.25
Thornton	Nov., 1918	13.8	11,599.45	7,575.91	186.68	620.31	19,982.35
Tottenham	Oct., 1918	38.6	37,845.15	12,654.42	1,199.17	2,054.01	53,752.75
Victoria Harbor	July, 1914	46.	12,872.55	8,476.53	2,060.39	3,635.37	27,044.84
Waubaushene	Dec., 1914	25.4	6,876.08	4,717.94	1,638.70	1,656.38	14,889.10
Rural districts not included in above			12,439.41	.....	.....	699.78	13,139.19
Companies and Government industries			266,781.32	.....	.....	39,411.25	306,192.57
Plant under construction for municipal service			814.29	.....	.....	.....	814.29
						356,286.40	2,581,017.38
Less renewals, expenses and adjustments			.....	.....	.....	7,629.37	7,629.37
Totals—Municipalities, rural districts and companies		4,859.1	1,488,715.85	655,934.18	80,080.95	348,657.03	2,573,388.01

TOTAL ASSETS $2,573,388.01

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' proportionate share of Hydro-Electric Power Commission's debt to the Province	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses

SYSTEM

$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
67,702.03	39,551.95	3,362.20	110,616.18	2,695.18	9,425.86	*3,630.81	8,490.23
177,192.67	28,480.45	2,938.27	208,611.39	65,932.02	45,396.19	88,041.68	199,369.89
61,101.98	14,026.90	2,439.00	77,567.88	973.10	5,836.95	*2,587.53	4,222.52
54,743.86	18,404.03	7,184.60	80,332.49	795.97	5,576.80	*7,636.86	*1,264.09
20,291.23	5,912.17	1,536.34	27,739.74	2,106.75	6,021.85	4,697.94	12,826.54
277,030.92	19,248.65	908.24	297,187.81	41,517.30	61,736.99	70,182.50	173,436.79
22,990.20	12,837.67	.....	35,827.87	627.33	3,384.55	308.79	4,320.67
24,754.14	4,751.20	.....	29,505.34	2,947.38	5,265.78	10,961.83	19,174.99
30,481.93	5,674.78	.....	36,156.71	2,926.89	6,743.77	6,808.53	16,479.19
231,618.34	81,253.83	.....	312,872.17	43,870.49	56,700.96	58,360.81	158,932.26
132,207.66	22,637.78	11,006.25	165,851.69	21,893.07	36,239.14	28,237.34	86,369.55
8,888.64	6,099.85	211.19	15,199.68	1,546.45	2,339.92	*300.82	3,585.55
30,484.00	10,240.83	.....	40,724.83	5,424.29	7,647.93	7,992.20	21,064.42
11,599.45	6,942.69	2,096.66	20,638.80	557.31	1,691.31	*2,905.07	*656.45
37,845.15	8,258.48	6,658.18	52,761.81	2,208.62	3,236.83	*4,454.51	990.94
12,872.55	4,958.96	.....	17,831.51	2,064.21	3,370.46	3,778.66	9,213.33
6,876.08	2,701.36	.....	9,577.44	1,070.89	1,612.14	2,628.63	5,311.66
12,439.41	.....	.....	12,439.41	233.32	466.46	.....	699.78
266,781.32	.....	.....	266,781.32	21,400.74	18,010.51	.....	39.411.25
814.29	.....	.....	814.29	.....	.....	.....	.....
					280,704.40	.....	761,979.02
Less renewals, expenses and adjustments				.....	7,629.37	.....	7,629.37
1,488,715.85	291,981.58	38,340.93	1,819,038.36	220,791.31	273,075.03	260,483.31	754,349.65
					Liabilities.....		1,819,038.36
TOTAL LIABILITIES, RESERVES AND SURPLUSES.....							$2,573,388.01

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operating	Average electrical horsepower taken in the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipality as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities investments
							EUGENIA
			$ c.	$ c.	$ c.	$ c.	$ c.
Arthur	Dec., 1916	120.3	80,105.00	23,351.39	25.25	7,898.09	111,379.73
Chatsworth	Dec., 1915	36.5	12,532.91	5,649.45	260.98	3,249.71	21,693.05
Chesley	July, 1916	262.3	101,460 10	35,780.56	1,144.57	9,841.35	148,226.58
Dundalk	Dec., 1915	90.5	26,851.53	9,729.28	1,907.91	4,734.86	43,223.58
Durham	Dec., 1915	339.9	89,408.27	28,081.85	.....	15,168.31	132,658.43
Elmwood	April, 1918	36.9	14,972.26	7,485.63	215.44	1,387.86	24,061.19
Flesherton	Dec., 1915	44.8	15,851.81	7,039.80	1,156.88	3,608.11	27,656.60
Grand Valley	Dec., 1916	65.3	34,660.97	12,710.68	1,766.21	4,508.16	53,646.02
Hanover	Sept., 1916	1,270.3	355,765.15	88,660.59	10,843.87	35,697.40	490,967.01
Holstein	May, 1916	10.6	12,126.35	3,105.03	155.63	1,674.48	17,061.49
Kincardine	Mar., 1921	134.1	107,705.29	60,620.84	247.61	7,333.50	175,907.24
Lucknow	Jan., 1921	76.9	55,709.19	21,025.74	410.60	1,174.40	78,319.93
Markdale	Mar., 1916	90.4	23,805.79	15,329.20	941.70	5,621.73	45,698.42
Mount Forest	Dec., 1915	180.5	75,133.68	36,180.21	4,298.40	13,015.92	128,628.21
Neustadt	Dec., 1918	191.4	74,464.82	18,527.60	496.14	9,116.15	102,604.71
Orangeville	July, 1916	188.4	94,006.13	40,964.06	1,076.10	8,275.50	144,321.79
Owen Sound	Dec., 1915	1,452.4	399,647.28	213,773.23	4,752.47	189,455.19	807,628.17
Priceville	Mar., 1921	9.2	6,431.07	6,459.93	196.39	391.68	13,479.07
Ripley	Jan., 1921	65.3	50,884.34	13,639.74	466.05	1,149.61	66,139.74
Shelburne	July, 1916	144.6	51,261.77	24,758.12	1,239.51	6,270.85	83,530.25
Tara	Feb., 1918	45.3	42,434.88	15,663.19	652.84	3,760.83	62,511.74
Teeswater	Dec., 1920	108.8	56,249.99	26,750.73	743.97	3,570.87	87,315.56
Wingham	Dec., 1920	263.5	171,844.29	95,653.67	4,287.57	7,090.72	278,876.25
Rural districts not included in above			6,471.97	.....	.....	283.65	6,755.62
Companies not included in above			59,951.21	.....	.....	27,337.08	87,288.29
Plant under construction for municipal service			103.61	.....	.....	.....	103.61
						371,616.01	3,239,682.28
Less renewals, expenses and adjustments			.....	.....	.....	4,937.65	4,937.65
Totals—Municipalities, Rural Districts and Companies		5,228.2	2,019,839.66	810,940.52	37,286.09	366,678.36	3,234,744.63

TOTAL ASSETS $3,234,744.63

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' proportionate share of Hydro-Electric Power Commission's debt to the Province	Municipal debenture balance	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
80,105.00	19,434.97	11,556.03	111,096.00	3,205.07	10,814.10	*13,735.44	283.73
12,532.91	5,278.83	548.23	18,359.97	1,667.39	2,283.58	*617.89	3,333.08
101,460.10	21,432.23	57.28	122,949.61	7,845.30	13,402.52	4,029.15	25,276.97
26,851.53	3,816.26	589.41	31,257.20	3,592.44	4,828.53	3,545.41	11,966.38
89,408.27	21,293.74	1,182.71	111,884.72	7,177.86	8,248.12	5,347.73	20,773.71
14,972.26	6,186.76	506.17	21,665.19	1,140.92	2,021.06	*765.98	2,396.00
15,851.81	5,993.36	2,263.81	24,108.98	1,332.59	3,184.43	*969.40	3,547.62
34,660.97	8,914.17	.....	43,575.14	2,723.45	4,845.29	2,502.14	10,070.88
355,765.15	78,012.29	6,408.24	440,185.68	15,239.35	26,397.07	9,144.91	50,781.33
12,126.35	2,050.79	4,424.88	18,602.02	931.22	1,592.79	*4,064.54	*1,540.53
107,705.29	61,960.00	7,859.56	177,524.85	5,722.36	3,151.26	*10,491.23	*1,617.61
55,709.19	18,939.94	166.07	74,815.20	783.42	1,532.60	1,188.71	3,504.73
23,805.79	8,044.76	2,561.85	34,412.40	1,406.95	4,915.12	4,963.95	11,286.02
75,133.68	22,322.84	5,536.50	102,993.02	11,773.06	14,440.88	*578.75	25,635.19
74,464.82	15,230.19	10,438.93	100,133.94	1,769.81	4,629.57	*3,928.61	2,470.77
94,006.13	27,028.56	7,876.39	128,911.08	8,495.92	13,180.24	*6,265.45	15,410.71
399,647.28	141,000.00	21,537.39	562,184.67	125,886.09	68,501.89	51,055.52	245,443.50
6,431.07	6,588.15	428.40	13,447.62	411.85	240.32	*620.72	31.45
50,884.34	13,557.63	286.49	64,728.46	414.31	1,332.65	*335.68	1,411.28
51,261.77	15,783.11	2,136.49	69,181.37	5,335.22	8,540.00	473.66	14,348.88
42,434.88	13,546.90	6,208.59	62,190.37	1,953.10	4,649.78	*6,281.51	321.37
56,249.99	27,433.36	610.63	84,293.98	2,688.80	1,568.61	*1,235.83	3,021.58
171,844.29	72,039.24	1,266.77	245,150.30	24,066.26	8,688.75	970.94	33,725.95
6,471.97	.....	.....	6,471.97	190.18	93.47	.....	283.65
59,951.21	.....	.....	59,951.21	2,667.38	24,669.70	.....	27,337.08
103.61	.....	.....	103.61	.....	.....	.....	.....
					237,752.33	.....	509.503.72
Less renewals, expenses and adjustments				.....	4,937.65	.....	4,937.65
2,019,839.66	615,888.08	94,450.82	2,730,178.56	238,420.30	232,814.68	33,331.09	504.566.07
				Liabilities			2,730,178.56
TOTAL LIABILITIES, RESERVES AND SURPLUSES							$3,234,744.63

*Denotes deficit.

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operating	Average electrical horsepower taken in the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipality as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investment in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities investments
WASDELLS							
			$ c.	$ c.	$ c.	$ c.	$ c.
Beaverton	Nov., 1914	112.2	34,437.46	20,825.60	1,385.04	8,979.73	65,627.83
Brechin	Jan., 1915	35.4	22,406.29	3,268.77	747.13	4,387.77	30,809.96
Cannington	Nov., 1914	77.5	28,284.17	17,134.72	443.34	8,495.01	54,357.24
Kirkfield	June, 1920	26.6	13,232.96	6,529.95	9.49	911.56	20,693.96
Port Perry	Sept., 1922	6.7	26,693.35	18,215.41	530.80	287.91	45,727.47
Sunderland	Nov., 1914	47.1	26,292.70	10,731.26	519.41	5,171.41	42,714.78
Uxbridge	Sept., 1922	7.4	31,620.99	14,177.00	777.00	317.87	46,892.86
Woodville	Nov., 1914	61.1	29,502.05	6,870.11	722.26	6,016.78	43,111.20
Rural districts not included in above			14,955.95			885.27	15,841.22
Companies not included in above			166,571.39			27,428.95	194,000.34
						62,882.26	559,776.86
Less renewals, expenses and adjustments						3,222.02	3,222.02
Totals—Municipalities, Rural Districts and Companies		374.	394,007.31	97,752.82	5,134.47	59,660.24	556,554.84
TOTAL ASSETS							$556,554.84
MUSKOKA							
			$ c.	$ c.	$ c.	$ c.	$ c.
Gravenhurst	Nov., 1915	361.9	37,135.97	68,894.08	4,699.94	14,148.98	124,878.97
Huntsville	Sept., 1916	980.7	175,370.84	27,046.27	2,677.01	32,138.48	237,232.60
Companies not included in above			284.01			24.36	308.37
						46,311.82	362,419.94
Less renewals, expenses and adjustments						1,379.65	1,379.65
Totals—Municipalities and Companies		1,342.6	212,790.82	95,940.35	7,376.95	44,932.17	361,040.29
TOTAL ASSETS							$361,040.29

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT DECEMBER 31st, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' proportionate share of Hydro-Electric Power Commission's debt to the Province	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
34,437.46	12,840.35	.....	47,277.81	4,080.28	7,415.86	6,853.88	18,350.02
22,406.29	2,787.08	3,491.56	28,684.93	1,508.39	3,570.71	*2,954.07	2,125.03
28,284.17	13,129.87	358.81	41,772.85	3,542.98	7,668.94	1,372.47	12,584.39
13,242.96	5,664.01	730.90	19,637.87	335.99	739.56	*19.46	1,056.09
26,693.35	.....	19,055.04	45,748.39	.....	62.66	*83.58	*20.72
26,292.70	8,073.37	2,966.32	37,332.39	2,888.54	4,844.63	*2,350.78	5,382.39
31,620.99	.....	15,158.15	46,779.14	.....	71.86	41.86	113.72
29,502.05	4,783.59	1,821.53	36,107.17	2,305.11	4,793.17	*94.25	7,004.03
14,955.95	.....	.....	14,955.95	885.27	.....	.....	885.27
166,571.39	.....	.....	166,571.39	9,098.92	18,330.03	.....	27,428.95
.....	.....	.....	.....	.....	47,497.42	.....	74,908.97
Less renewals, expenses and adjustments				.....	3,222.02	.....	3,222.02
394,007.31	47,278.27	43,582.31	484,867.89	24,645.48	44,275.40	2,766.07	71,686.95
Liabilities							484,867.89
TOTAL LIABILITIES, RESERVES AND SURPLUSES							$556,554.84
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
37,135.97	36,233.52	5,463.46	78,832.95	32,309.72	15,177.70	*1,441.40	46,046.02
175,370.84	15,760.92	6,252.74	197,384.50	8,442.46	18,076.48	13,329.16	39,848.10
284.01	.....	.....	284.01	5.13	19.23	.....	24.36
					33,273.41	.....	85,918.48
Less renewals, expenses and adjustments				.....	1,379.65	.....	1,379.65
212,790.82	51,994.44	11,716.20	276,501.46	40,757.31	31,893.76	11,887.76	84,538.83
Liabilities							276,501.46
TOTAL LIABILITIES, RESERVES AND SURPLUSES							$361,040.29

*Denotes deficit.

STATEMENT COMBINING THE HYDRO-ELECTRIC POWER COMMISSION'S OF THE HYDRO MUNICIPAL UTILITIES,

ASSETS

Municipality	Date commenced operating	Average electrical horsepower taken in the year 1922	Proportionate share of Hydro-Electric Power Commission's plant to serve municipality as ascertained by annual adjustment	Plant value within the boundaries of the municipalities	Bank balances and investments in securities (municipalities only)	Accounts receivable, inventories and other assets	Total assets or municipalities investments
ST. LAWRENCE							
			$ c.	$ c.	$ c.	$ c.	$ c.
Alexandria	Jan., 1921	154.9	115,671.74	42,381.95	1,754.77	5,771.42	165,579.88
Apple Hill	April, 1921	19.4	11,254.04	5,896.50	291.26	686 15	18,127.95
Brockville	April, 1915	1,153.6	288,408.66	209,390.82	200.00	146,229.18	644,228.66
Chesterville	April, 1914	143.8	68,995.70	11,819.38	318.23	19,688.78	100,822.09
Lancaster	May, 1921	21.1	37,607.89	9,631.80	371.45	1,650.30	49,261.44
Martintown	May, 1921	11.9	6,374.86	4,680.80	1,192.92	327.12	12,575.70
Maxville	Feb., 1921	38.4	41,399.16	17,768.56	.....	1,440.48	60,608.20
Prescott	Dec., 1913	227.8	59,946.22	62,196.34	3,725.17	26,730.05	152,597.78
Williamsburg	April, 1915	17.8	8,156.48	2,624.51	1,182.39	1,149.72	13,113.10
Winchester	Jan., 1914	87.9	34,960.72	13,391.07	1,544.18	18,169.52	68,065.49
Rural districts not included in above			48,722.94	.....	.....	1,853.57	50,576.51
Companies not included in above			241,784.98	.....	.....	17,906.47	259,691.45
Plant for construction for municipal service			71,978.69	.....	.....	.....	71,978.69
						241,602.76	1,667,226.94
Less renewals, expenses and adjustments			.....	.....	.....	5,047.53	5,047.53
Totals—Municipalities, Rural Districts and Companies		1,876.6	1,035,262.08	379,781.73	10,580.37	236,555.23	1,662,179.41
TOTAL ASSETS							$1,662,179.4
RIDEAU							
			$ c.	$ c.	$ c.	$ c.	$ c.
Carleton Place	May, 1919	791.9	337,317.97	64,535.44	4,919.88	25,609.42	432,382.71
Kemptville	Sept., 1921	91.7	52,489.88	25,342.05	2,605.65	5,262.92	85,700.50
Lanark	Sept., 1921	32.4	23,078.67	7,128.20	305.42	1,812.28	32,324.57
Perth	Feb., 1919	499.	218,670.18	104,672.63	15,250.32	30,978.60	369,571.73
Smiths Falls	Sept., 1918	844.8	312,199.47	196,571.35	3,120.78	28,204.48	540,096.08
Companies not included in above			136,623.18	.....	.....	2,121.20	138,744.38
						93,988.90	1,598,819.97
Add renewals adjustments			.....	.....	.....	3,142.24	3,142.21
Totals—Municipalities and Companies		2,259.8	1,080,379.35	398,249.67	26,202.05	97,131.14	1,601,962.21
TOTAL ASSETS							$1,601,962.21

PLANT AND RESERVES WITH THE ASSETS, LIABILITIES AND RESERVES AS AT 31st DECEMBER, 1922—Continued

LIABILITIES				RESERVES AND SURPLUSES			
Municipalities' proportionate share of Hydro-Electric Power Commission's debt to the Province	Municipal debenture balances	Accounts payable and other liabilities (municipalities only)	Total liabilities	Debentures paid sinking fund and other reserves	Plant renewal reserves	Surplus	Total reserves and surpluses
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
115,671.74	39,785.00	5,333.01	160,789.75	3,955.09	4,309.49	*3,474.45	4,790.13
11,254.04	4,864.08	1,867.74	17,985.86	135.92	382.18	*376.01	142.09
288,408.66	125,827.82	72,711.68	486,948.16	135,718.42	40,042.90	*18,480.82	157,280.50
68,995.70	5,081.94	6,372.26	80,449.90	5,121.57	12,904.14	2,346.48	20,372.19
37,607.89	9,242.42	3,738.69	50,589.00	728.00	1,261.30	*3,316.86	*1,327.56
6,374.86	5,664.01	.....	12,038.87	335.99	239.15	*38.31	536.83
41,399.16	15,057.02	3,954.52	60,410.70	942.98	1,607.23	*2,352.71	197.50
59,946.22	17,128.63	2,836.37	79,911.22	12,279.64	25,403.45	35,003.47	72,686.56
8,156.48	1,955.75	.....	10,112.23	980.43	1,619.26	401.18	3,000.87
34,960.72	9,318.54	3,568.00	47,847.26	3,079.38	9,506.00	7,632.85	20,218.23
48,722.94	.....	.....	48,722.94	787.25	1,066.32	.....	1,853.57
241,784.98	.....	.....	241,784.98	8,185.91	9,720.56	.....	17,906.47
71,978.69	.....	.....	71,978.69	.....	.....	.....	.....
					108,061.98	.....	297,657.38
Less renewals, expenses and adjustments				.....	5,047.53	.....	5,047.53
1,035,262.08	233,925.21	100,382.27	1,369,569.56	172,250.58	103,014.45	17,344.82	292,609.85
Liabilities							1,369,569.56
TOTAL LIABILITIES, RESERVES AND SURPLUSES							$1,662,179.41
SYSTEM							
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
337,317.97	63,786.65	3,815.81	404,920.43	2,213.35	16,752.43	8,496.50	27,462.28
52,489.88	24,348.59	1,816.22	78,654.69	651.41	950.00	5,444.40	7,045.81
23,078.67	7,316.81	.....	30,395.48	244.66	389.07	1,295.36	1,929.09
218,670.18	104,154.77	3,261.26	326,086.21	4,245.23	19,032.65	20,207.64	43,485.52
312,199.47	172,558.23	10,000.00	494,757.70	25,066.77	33,341.84	*13,070.23	45,338.38
136,623.18	.....	.....	136,623.18	.....	2,121.20	.....	2,121.20
					72,587.19	.....	127,382.28
Add renewals adjustments				.....	3,142.24	.....	3,142.24
1,080,379.35	372,165.05	18,893.29	1,471,437.69	32,421.42	75,729.43	22,373.67	130,524.52
Liabilities							1,471,437.69
TOTAL LIABILITIES, RESERVES AND SURPLUSES							$1,601,962.21

*Denotes deficit

STATEMENT

Condensed Operating Reports of Electrical Departments

NIAGARA

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	1,742	9,077.58	3,195.20	415.03	12,687.81	15,887.50	3,199.69
Ailsa Craig	547	5,850.66	305.56	340.61	6,496.83	8,676.31	2,179.48
Alvinston	659	3,573.85	343.54	1,268.88	5,186.27	4,923.28	.....
Ancaster Twp.	.....	3,776.11	2,977.73	1,691.26	8,445.10	10,773.11	2,328.01
Aylmer	2,251	9,501.66	3,910.61	2,005.04	15,417.31	20,374.60	4,957.29
Ayr	817	3,610.17	715.50	937.08	5,262.75	6,666.27	1,403.52
Baden	P.V.	7,522.57	602.53	141.26	8,266.36	8,617.78	351.42
Beachville	P.V.	9,604.82	601.75	130.40	10,336.97	10,710.34	373.37
Blenheim	1,580	8,301.63	2,808.74	1,158.55	12,268.92	15,466.47	3,197.55
Bolton	658	5,926.65	877.35	1,395.87	8,199.87	8,626.09	426.22
Bothwell	613	6,423.32	768.12	1,099.21	8,290.65	11,325.05	3,034.40
Brampton	4,407	28,976.83	5,433.01	2,937.38	37,347.22	41,042.73	3,695.51
Brantford	31,362	131,352.24	40,204.17	31,853.35	203,409.76	208,975.03	5,565.27
Brantford Twp.	.....	8,791.51	5,698.41	4,447.72	18,937.64	20,025.11	1,087.47
Brigden	P.V.	3,731.60	620.06	915.69	5,267.35	5,649.10	381.75
Burford	P.V.	3,664.61	924.48	496.17	5,085.26	7,505.52	2,420.26
Burgessville	P.V.	1,491.85	315.21	279.88	2,086.94	2,007.23	.....
Caledonia	1,335	2,837.70	912.55	388.94	4,139.19	4,882.06	742.87
Chatham	15,084	86,824.32	50,380.09	21,923.89	159,128.30	178,182.12	19,053.82
Chippawa	1,029	2,195.85	1,015.23	1,326.43	4,537.51	6,912.22	2,374.71
Clinton	1,941	8,598.18	2,838.68	2,924.25	14,361.11	16,557.08	2,195.97
Comber	P.V.	4,612.97	818.20	769.65	6,200.82	8,435.88	2,235.06
Dashwood	P.V.	2,884.10	285.30	236.36	3,405.76	3,367.49	.....
Delaware	P.V.	823.57	77.80	227.81	1,129.18	1,871.43	742.25
Dereham Twp.	.....	2,738.53	1,137.14	4,105.14	7,980.81	8,231.63	250.82
Dorchester	P.V.	1,177.39	477.94	259.63	1,914.96	4,027.78	2,112.82
Drayton	618	3,399.39	381.73	600.72	4,381.84	6,313.95	1,932.11
Dresden	1,456	6,244.68	3,110.54	1,211.67	10,566.89	12,722.31	2,155.42
Drumbo	P.V.	1,241.56	286.88	248.65	1,777.09	2,650.40	873.31
Dublin	P.V.	1,975.25	247.80	564.23	2,787.28	2,966.36	179.08
Dundas	5,100	27,801.01	11,091.89	3,364.41	42,257.31	48,092.58	5,835.27
Dunnville	3,583	10,504.53	4,921.78	5,071.30	20,497.61	25,701.03	5,203.42
Dutton	845	4,775.70	1,259.14	425.91	6,460.75	7,525.56	1,064.81
Elmira	2,370	14,397.61	3,548.42	1,358.68	19,304.71	24,351.20	5,046.49
Elora	1,091	9,385.88	3,134.82	990.78	13,511.48	16,109.90	2,598.42
Embro	463	3,222.05	395.14	689.02	4,306.21	5,550.44	1,244.23
Etobicoke Twp.	.....	15,782.96	8,445.90	7,758.28	31,987.14	43,410.99	11,423.85
Exeter	1,507	11,135.67	2,145.24	1,133.43	14,414.34	15,980.73	1,566.39
Fergus	1,762	8,705.62	3,799.43	1,680.86	14,185.91	17,359.71	3,173.80
Ford City	5,113	15,554.17	2,099.81	.....	17,653.98	17,059.17	.....
Forest	1,422	7,066.40	2,801.47	2,426.79	12,294.66	16,608.35	4,313.69
Galt	13,332	108,097.51	27,588.30	30,753.02	166,438.83	163,260.54	.....
Georgetown	2,098	19,311.15	4,148.31	1,215.81	24,675.27	30,091.14	5,415.87
Glencoe	835	4,618.41	1,385.03	2,614.22	8,617.66	11,310.01	2,692.35
Goderich	4,108	25,998.65	7,450.15	4,951.66	38,400.46	41,332.32	2,931.86

"B"

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horse-power taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	924.00	2,275.69	.....	351	64	16	.....	431	24.7	326.3
.....	297.00	1,882.48	.....	98	32	3	1	134	24.5	123.3
262.99	.....	.....	262.99	128	51	4	.....	183	27.7	89.9
.....	697.00	1,631.01	.....	467	39	4	.....	510	.....	.....
.....	654.00	4,303.29	.....	465	118	9	.....	592	26.3	292.2
.....	327.00	1,076.52	.....	129	47	4	.....	180	22.	100.5
.....	261.00	90.42	.....	86	24	4	.....	114	.....	228.0
.....	366.00	7.37	.....	74	25	3	.....	102	.....	292.7
.....	726.00	2,471.55	.....	406	98	11	.....	515	32.6	193.7
.....	554.00	.....	127.78	119	40	8	.....	167	25.4	144.8
.....	196.00	2,838.40	.....	143	48	15	.....	206	33.6	151.5
.....	1,232.00	2,463.51	.....	1,020	193	43	13	1,269	28.8	1,212.1
.....	13,034.14	.....	7,468.87	4,861	556	84	.....	5,501	17.5	4,530.0
.....	1,330.00	.....	242.53	492	36	5	.....	533	.....	.....
.....	203.00	178.75	.....	78	37	3	.....	118	.....	81.0
.....	238.00	2,182.26	.....	139	42	5	.....	186	.....	74.0
79.71	111.00	.....	190.71	49	12	1	.....	62	.....	46.3
.....	238.00	504.87	.....	91	60	7	.....	158	11.8	117.2
.....	7,327.00	11,726.82	.....	3,540	745	131	.....	4,416	29.2	3,246.4
.....	364.00	2,010.71	.....	172	34	3	.....	209	20.3	79.0
.....	1,077.00	1,118.97	.....	388	131	11	.....	530	27.3	218.5
.....	227.00	2,008.06	.....	74	42	2	.....	118	.....	96.5
38.27	103.00	.....	141.27	46	24	2	.....	72	.....	43.9
.....	94.00	648.25	.....	45	7	.....	.....	52	.....	17.4
.....	1,235.00	.....	984.18	.....	.....	.....	178	178	.....	71.0
.....	193.00	1,919.82	.....	109	16	4	.....	129	.....	29.5
.....	256.00	1,676.11	.....	117	33	2	.....	152	24.6	59.0
.....	517.00	1,638.42	.....	273	113	13	.....	399	27.4	225.2
.....	131.00	742.31	.....	76	21	1	.....	98	.....	40.2
.....	147.00	32.08	.....	20	22	3	.....	45	.....	28.1
.....	1,045.00	4,790.27	.....	942	170	53	44	1,209	23.7	1,425.2
.....	1,637.00	3,566.42	.....	290	157	18	.....	465	12.9	388.7
.....	337.00	727.81	.....	172	73	4	.....	249	29.4	131.3
.....	958.00	4,088.49	.....	383	98	21	.....	502	21.1	420.6
.....	675.00	1,923.42	.....	242	70	3	4	319	29.2	283.0
.....	269.00	975.23	.....	81	31	3	.....	115	24.8	34.5
.....	3,842.00	7,581.85	.....	2,166	130	14	.....	2,310	.....	689.0
.....	603.00	963.39	.....	303	92	8	1	404	26.8	227.8
.....	803.00	2,370.80	.....	386	59	15	.....	460	25.7	335.0
594.81	.....	.....	594.81	912	112	23	.....	1,047	20.5	.....
.....	739.00	3,574.69	.....	370	102	20	5	497	34.9	127.8
3,178.29	11,210.97	.....	14,389.26	3,092	442	118	.....	3,652	27.4	4,311.0
.....	1,416.00	3,999.87	.....	498	116	29	7	650	30.9	646.3
.....	453.00	2,239.35	.....	172	65	4	.....	241	28.9	83.0
.....	2,629.00	302.86	.....	894	187	14	22	1,117	27.1	517.4

STATEMENT

Condensed Operating Reports of Electrical Departments

NIAGARA

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Grantham Twp.	.....	1,890.02	1,547.81	3,178.44	6,616.27	7,695.24	1,078.97
Granton	P.V.	2,328.48	239.74	249.61	2,817.83	3,834.65	1,016.82
Guelph	18,027	120,896.87	33,049.00	8,348.89	162,294.76	183,566.02	21,271.26
Hagersville	1,271	13,401.89	3,370.33	438.20	17,210.42	20,677.07	3,466.65
Hamilton	118,243	453,911.63	169,142.24	93,918.72	716,972.59	729,312.78	12,340.19
Harriston	1,311	9,605.19	1,824.41	1,169.30	12,598.90	14,307.27	1,708.37
Hensall	738	4,080.84	929.58	868.99	5,879.41	6,077.69	198.28
Hespeler	2,853	13,394.11	5,416.62	2,107.02	20,917.75	23,569.30	2,651.55
Highgate	417	2,486.69	297.56	306.10	3,090.35	4,302.07	1,211.72
Ingersoll	5,253	33,201.74	11,495.62	3,742.67	48,440.03	52,363.63	3,923.60
Kitchener	22,717	201,539.40	53,860.56	18,406.40	273,806.36	275,465.30	1,658.94
Lambeth	P.V.	1,225.49	418.51	292.56	1,936.56	3,343.42	1,406.86
Listowel	2,429	15,574.70	5,976.73	3,827.58	25,379.01	30,103.93	4,724.92
London	59,784	407,081.33	156,118.98	75,748.88	638,949.19	657,244.53	18,295.34
Louth Twp	.....	.....	261.02	526.22	787.24	808.76	21.52
Lucan	624	6,681.53	1,797.63	506.03	8,985.19	10,695.46	1,710.27
Lynden	P.V.	4,351.23	230.99	300.85	4,883.07	5,658.19	775.12
Markham	970	3,195.54	1,816.70	1,179.86	6,192.10	8,904.96	2,712.86
Merritton	2,589	4,784.89	5,025.00	774.19	10,584.08	12,861.15	2,277.07
Milton	1,900	27,855.10	3,133.25	1,174.76	32,163.11	30,175.81	.....
Milverton	1,054	12,386.18	1,486.05	696.57	14,568.80	15,419.11	850.31
Mimico	4,187	17,497.91	7,301.71	2,243.85	27,043.47	27,065.22	21.75
Mitchell	1,699	8,313.19	3,068.78	1,206.03	12,588.00	17,333.53	4,745.53
Moorefield	P.V.	2,308.28	187.38	379.61	2,875.27	3,131.63	256.36
Mount Brydges	P.V.	1,762.37	258.62	232.70	2,253.69	3,190.45	936.76
Newbury	301	1,370.14	206.57	1,301.80	2,878.51	2,926.42	47.91
New Hamburg	1,401	9,485.86	3,071.50	1,181.07	13,738.43	15,270.77	1,532.34
New Toronto	2,947	55,301.30	9,442.44	177.90	64,921.64	59,083.53	.....
Niagara Falls	15,895	81,658.93	42,733.95	27,720.45	152,113.33	157,845.64	5,732.31
Niagara-on-the-Lake	1,714	4,767.05	4,389.59	1,491.48	10,648.12	13,564.19	2,916.07
Norwich	1,307	9,792.37	9,456.40	487.04	19,735.81	23,231.46	3,495.65
Oil Springs	491	8,308.45	1,720.30	1,545.69	11,574.44	15,322.40	3,747.96
Otterville	P.V.	1,944.01	597.80	260.99	2,802.80	3,882.24	1,079.44
Palmerston	1,780	8,734.65	2,764.91	1,376.38	12,875.94	17,120.53	4,244.59
Paris	4,400	21,786.10	7,364.96	6,572.84	35,723.90	38,655.21	2,931.31
Parkhill	1,201	4,031.83	569.20	1,016.61	5,617.64	8,729.21	3,111.57
Petrolia	2,911	21,622.31	7,152.27	3,394.07	32,168.65	38,392.56	6,223.91
Plattsville	P.V.	2,672.45	247.62	375.59	3,295.66	2,855.14	.....
Port Colborne	3,123	12,157.82	5,323.56	4,803.72	22,285.10	24,878.37	2,593.27
Port Credit	1,119	5,490.20	1,004.84	407.83	6,902.87	8,654.76	1,751.89
Port Dalhousie	1,424	4,922.70	2,591.48	1,445.42	8,959.60	11,861.41	2,901.81
Port Dover	1,380	3,754.92	619.69	2,083.92	6,458.53	7,590.14	1,131.61
Port Stanley	717	9,449.46	2,952.61	1,203.09	13,605.16	16,735.46	3,130.30
Preston	5,547	48,806.29	14,106.05	9,039.02	71,951.36	72,533.11	581.75
Princeton	P.V.	1,480.78	248.93	245.59	1,975.30	2,396.55	421.25

"B"—Continued

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM—Continued

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horse-power taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	937.10	141.87	.....	.....	.....	.....	249	249	.....	43.8
.....	133.00	883.82	.....	63	23	2	.....	88	.....	65.6
.....	9,442.00	11,829.26	.....	3,610	601	103	.....	4,314	23.9	5,361.9
.....	425.00	3,041.65	.....	203	88	12	.....	303	23.8	550.5
.....	37,345.31	.....	25,005.12	21620	2,243	678	968	25,509	21.5	23,271.0
.....	477.00	1,231.37	.....	232	79	9	.....	320	24.4	215.0
.....	325.00	.....	126.72	135	45	10	2	192	26.0	75.3
.....	1,467.00	1,184.55	.....	545	103	19	.....	667	23.4	568.3
.....	176.00	1,035.72	.....	69	32	5	.....	106	25.4	107.4
.....	2,524.00	1,399.60	.....	1,090	232	52	.....	1,374	26.1	1,465.0
.....	14,738.11	.....	13,079.17	4,297	663	212	.....	5,172	22.7	8,230.5
.....	160.00	1,246.86	.....	103	22	2	.....	127	.....	56.5
.....	1,294.00	3,430.92	.....	495	141	19	.....	655	26.9	465.0
.....	43,801.43	.....	25,506.09	13993	1,872	490	.....	16,355	27.3	17,239.4
.....	85.00	.....	63.48	.....	.....	.....	56	56	.....	.....
.....	373.00	1,337.27	.....	150	38	9	1	198	31.7	149.0
.....	141.00	634.12	.....	66	15	1	.....	82	.....	71.8
.....	330.00	2,382.86	.....	189	45	6	.....	240	24.7	82.0
.....	549.00	1,728.07	.....	623	58	5	.....	686	26.5	315.0
1,987.30	383.00	.....	2,370.30	314	79	18	.....	411	21.6	951.8
.....	409.00	441.31	.....	182	62	6	.....	250	23.7	376.0
.....	1,790.00	.....	1,768.25	1,036	85	9	.....	1,130	27.0	841.8
.....	1,467.00	3,278.53	.....	362	104	21	.....	487	28.6	238.9
.....	108.00	148.36	.....	31	19	2	.....	52	.....	50.5
.....	142.00	794.76	.....	89	24	1	.....	114	.....	29.0
.....	166.00	.....	118.09	43	20	1	.....	64	21.2	21.4
.....	382.00	1,150.34	.....	222	78	13	.....	313	22.3	324.4
5,838.11	1,624.00	.....	7,462.11	761	87	15	.....	863	29.3	2,444.1
.....	7,448.00	.....	1,715.69	3,163	542	93	.....	3,798	23.9	4,892.8
.....	448.00	2,468.07	.....	319	77	7	.....	403	23.5	200.6
.....	1,706.00	1,789.65	.....	330	92	8	170	600	*	333.7
.....	400.00	3,347.96	.....	48	21	35	.....	104	21.2	286.5
.....	180.00	899.44	.....	85	20	4	.....	109	.....	39.4
.....	672.00	3,572.59	.....	277	80	6	.....	363	20.4	230.5
.....	2,825.00	106.31	.....	882	170	17	2	1,071	24.3	1,015.5
.....	388.00	2,723.57	.....	152	63	4	.....	219	18.2	69.7
.....	1,650.00	4,573.91	.....	531	192	68	.....	791	27.1	676.8
440.52	161.00	.....	601.52	75	28	2	.....	105	.....	29.5
.....	1,093.00	1,500.27	.....	608	155	13	.....	776	24.8	524.0
.....	203.00	1,548.89	.....	241	46	6	.....	293	26.2	194.3
.....	467.00	2,434.81	.....	411	33	8	58	510	.....	166.2
.....	527.00	604.61	.....	156	77	3	.....	236	17.1	75.0
.....	798.00	2,332.30	.....	508	67	12	.....	587	**	100.5
.....	3,922.00	.....	3,340.25	1,149	203	53	15	1,420	25.6	2,008.4
.....	98.00	323.25	.....	57	10	.....	.....	67	.....	22.7

*Includes rural consumers in N. & S. Norwich Townships.
**Total includes summer consumers.

STATEMENT

Condensed Operating Reports of Electrical Departments

NIAGARA

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Queenston	P.V.	803.00	363.01	830.88	1,996.89	2,404.02	407.13
Ridgetown	2,267	8,818.85	3,493.19	1,218.67	13,530.71	18,133.00	4,602.29
Riverside	3,000	2,848.49	1,118.28	.....	3,966.77	3,930.61	.....
Rockwood	P.V.	2,593.52	634.28	54.59	3,282.39	4,712.87	1,430.48
Rodney	756	3,026.40	569.07	480.58	4,076.05	5,651.98	1,575.93
St. Catharines	20,961	91,162.89	40,602.29	19,180.90	150,946.08	156,972.31	6,026.23
St. Clair Beach	82	639.99	81.03	.....	721.02	684.91	.....
St. George	P.V.	2,623.33	680.73	128.92	3,432.98	5,081.17	1,648.19
St. Jacobs	P.V.	2,123.77	395.49	338.89	2,858.15	3,331.90	473.75
St. Marys	4,039	29,892.70	7,987.14	5,253.34	43,133.18	47,591.43	4,458.25
St. Thomas	17,892	84,689.06	47,614.42	5,107.51	137,410.99	150,661.49	13,250.50
Sarnia	14,905	113,844.26	38,812.78	25,833.00	178,490.04	198,856.82	20,366.78
Scarboro Twp.	.....	9,742.20	7,834.18	6,600.56	24,176.94	33,597.69	9,420.75
Seaforth	1,950	14,096.09	4,107.32	1,072.41	19,275.82	20,731.48	1,455.66
Simcoe	3,951	10,185.70	3,963.07	2,284.50	16,433.27	18,833.34	2,400.07
Springfield	432	1,466.83	526.91	667.42	2,661.16	3,307.32	646.16
Stamford Twp.	.....	10,223.48	9,111.99	7,307.21	26,642.68	30,746.54	4,103.86
Stratford	17,611	91,578.37	27,742.81	17,924.77	137,245.95	146,231.30	8,985.35
Strathroy	2,627	17,374.34	5,246.27	2,746.56	25,367.17	32,067.66	6,700.49
Tavistock	1,003	9,659.95	1,222.94	115.26	10,998.15	12,615.52	1,617.37
Tecumseh	1,019	1,606.21	838.85	592.08	3,037.14	1,942.25	.....
Thamesford	P.V.	4,498.92	577.03	474.22	5,550.17	7,234.23	1,684.06
Thamesville	817	3,633.36	890.19	750.07	5,273.62	9,521.58	4,247.96
Thedford	583	2,075.89	307.31	667.02	3,050.22	3,054.89	4.67
Thorndale	P.V.	2,898.67	333.04	325.60	3,557.31	4,031.36	474.05
Thorold	3,536	8,991.93	7,599.87	5.91	16,597.71	21,941.34	5,343.63
Tilbury	1,851	7,582.21	1,566.14	1,151.53	10,299.88	16,113.07	5,813.19
Tillsonburg	3,027	15,610.84	5,834.37	2,232.00	23,677.21	28,513.17	4,835.96
Toronto	522,942	1854269.16	1234548.75	738,690.63	3827508.54	4339009.86	511,501.32
Toronto Twp.	.....	8,862.66	4,817.36	871.33	14,551.35	27,068.08	12,516.73
Vaughan Twp.	.....	2,194.70	531.82	2,614.49	5,341.01	5,452.60	111.59
Walkerville	7,303	147,552.26	43,676.01	20,142.98	211,371.25	224,826.61	13,455.36
Wallaceburg	3,921	28,465.30	9,957.43	4,189.67	42,612.40	54,964.01	12,351.61
Wardsville	212	1,001.46	103.75	671.13	1,776.34	2,047.06	270.72
Waterdown	815	4,915.44	1,625.17	1,376.60	7,917.21	8,933.76	1,016.55
Waterford	1,112	5,991.82	2,301.20	.....	8,293.02	10,542.42	2,249.40
Waterloo	5,976	41,609.43	12,849.16	7,985.39	62,443.98	68,121.82	5,677.84
Watford	1,039	4,847.36	1,071.89	860.08	6,779.33	10,831.34	4,052.01
Welland	8,880	45,149.19	17,513.01	19,800.56	82,462.76	78,006.41	.....
Wellesley	P.V.	5,852.66	873.10	540.40	7,266.16	6,945.07	.....
West Lorne	803	7,003.42	920.09	360.53	8,284.04	10,780.11	2,496.07
Weston	3,299	36,582.35	9,026.64	1,377.54	46,986.53	50,411.23	3,424.70
Windsor	38,530	288,794.12	146,599.71	66,016.20	501,410.03	574,838.66	73,428.63
Woodbridge	679	4,612.47	970.72	263.04	5,846.23	7,243.78	1,397.55
Woodstock	10,164	58,480.15	21,159.11	4,758.83	84,398.09	92,833.48	8,435.39
Wyoming	489	2,409.63	653.83	941.51	4,004.97	4,504.40	499.43
Zurich	P.V.	3,517.11	437.91	156.99	4,112.01	5,267.71	1,155.70
Total	1145353	5456782.63	2530996.83	1413651.75	9401431.21	10407875.83	1024809.22

*Police Villages taken as 500 population and Townships as 2,000 population.

"B"—Continued

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM—Continued

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horsepower taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	167.00	240.13	.....	55	7	2	.....	64	.....	31.5
.....	654.00	3,948.29	.....	391	128	11	.....	530	23.4	284.0
36.16	.....	.....	36.16	376	14	2	.....	392	13.1	.....
.....	276.00	1,154.48	.....	118	17	4	.....	139	.....	59.0
.....	266.00	1,309.93	.....	131	60	4	.....	195	25.8	64.3
.....	9,297.00	.....	3,270.77	4,341	398	93	.....	4,832	23.0	5,020.0
36.11	.....	.....	36.11	23	2	1	.....	26	31.7	.....
.....	177.00	1,471.19	.....	96	27	4	1	128	.....	73.7
.....	160.00	313.75	.....	70	23	2	.....	95	.....	40.2
.....	2,914.47	1,543.78	.....	839	198	41	.....	1,078	26.6	707.7
.....	9,325.00	3,925.50	.....	3,744	574	116	6	4,440	24.2	3,280.0
.....	9,662.00	10,704.78	.....	3,928	565	86	.....	4,579	30.7	3,800.3
.....	2,195.00	7,225.75	.....	1,363	58	12	.....	1,433	.....	384.5
.....	1,445.00	10.66	.....	479	116	11	.....	606	31.1	560.0
.....	1,326.00	1,074.07	.....	277	181	24	.....	482	12.2	399.4
.....	.....	646.16	.....	64	24	3	.....	91	21.0	23.7
.....	1,748.00	2,355.86	.....	751	16	14	.....	781	.....	630.0
.....	11,188.00	.....	2,202.65	3,652	477	157	107	4,393	24.9	3,606.0
.....	1,631.00	5,069.49	.....	617	164	23	.....	804	30.6	492.0
.....	334.00	1,283.37	.....	201	62	4	.....	267	26.6	152.8
1,094.89	.....	.....	1,094.89	279	32	1	.....	312	30.6	.....
.....	252.00	1,432.06	.....	85	26	4	.....	115	.....	105.9
.....	356.00	3,891.96	.....	181	72	5	.....	258	31.6	84.4
.....	.....	4.67	.....	100	33	1	.....	134	23.0	59.5
.....	124.00	350.05	.....	55	25	1	.....	81	.....	56.2
.....	1,687.00	3,656.63	.....	985	172	5	.....	1,162	32.9	588.4
.....	427.00	5,386.19	.....	220	88	10	.....	318	17.2	259.1
.....	1,020.00	3,815.96	.....	566	196	22	.....	784	25.9	435.0
.....	279,459.94	232,041.38	.....	76985	13,684	2,659	.....	93,328	17.8	98,173.0
.....	2,507.00	10,009.73	.....	.....	.....	.....	809	809	.....	398.0
.....	720.00	.....	608.41	53	13	4	13	83	.....	.....
.....	5,044.00	8,411.36	.....	1,486	241	77	.....	1,804	24.7	5,343.4
.....	1,746.00	10,605.61	.....	737	181	31	.....	949	24.2	669.0
.....	120.00	150.72	.....	41	15	.....	.....	56	26.4	13.6
.....	591.00	425.55	.....	148	31	3	.....	182	22.3	140.2
.....	665.00	1,584.40	.....	229	55	9	15	308	27.7	227.4
.....	4,961.73	716.11	.....	1,181	178	52	19	1,430	23.9	1,586.0
.....	362.00	3,690.01	.....	201	76	9	.....	286	27.5	100.8
4,456.35	6,322.00	.....	10,778.35	1,325	213	51	.....	1,589	17.9	2,219.9
321.09	218.00	.....	539.09	88	35	5	.....	128	.....	142.9
.....	283.00	2,213.07	.....	115	55	3	.....	173	.....	202.4
.....	2,546.00	878.70	.....	1,150	130	16	.....	1,296	39.3	1,644.0
.....	20,004.00	53,424.63	.....	10,430	1,472	321	.....	12,223	31.7	9,678.3
.....	403.00	994.55	.....	137	42	5	1	185	27.2	224.7
.....	6,414.00	2,021.39	.....	2,209	423	79	.....	2,711	26.7	2,520.0
.....	246.00	253.43	.....	94	39	2	.....	135	27.6	40.8
.....	167.00	988.70	.....	63	42	3	2	110	.....	84.6
18,364.60	600,114.20	530,456.04	124,125.62	205133	34,028	6,799	2,769	248729	.....	240,358.4

STATEMENT

Condensed Operating Reports of Electrical Departments

SEVERN

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Alliston	1,321	6,105.99	1,768.00	3,586.86	11,460.85	12,762.54	1,301.69
Barrie	6,888	25,093.01	10,235.18	3,476.93	38,805.12	47,852.95	9,047.83
Beeton	586	5,354.76	316.46	1,149.05	6,820.27	8,559.71	1,739.44
Bradford	1,028	4,876.40	825.85	1,477.99	7,180.24	7,721.38	541.14
Coldwater	647	2,738.94	672.53	511.56	3,923.03	6,566.21	2,643.18
Collingwood	6,237	42,013.01	7,049.78	1,680 63	50,743.42	61,229.86	10,486.44
Cookstown	P.V.	2,185.33	483.64	925.62	3,594.59	5,056.65	1,462.06
Creemore	540	3,125.57	282.10	415.94	3,823.61	5,624.20	1,800.59
Elmvale	P.V.	4,666.77	1,164.94	321.63	6,153.34	7,618.25	1,464.91
Midland	7,022	36,557.58	8,981.82	5,368.05	50,907.45	68,651.83	17,744.38
Penetang	3,920	18,990.08	4,890.16	2,019.54	25,899.78	35,599.45	7,699.67
Port McNicoll	576	1,108.48	323.14	760.27	2,191.89	3,658.26	1,466.37
Stayner	1,004	4,523.72	710.80	1,037.09	6,271.61	8,579.12	2,307.51
Thornton	P.V.	1,094.43	113.36	725.95	1,933.74	1,826.49	.....
Tottenham	512	3,492.24	469.83	1,338.80	5,300.87	5,765.40	464.53
Victoria Harbour	1,485	1,821.92	598.68	475.55	2,896.15	4,383.49	1,487.34
Waubaushene	P.V.	913.50	346.65	285.88	1,546.03	2,514.30	968.27
Total	33,766	164,661.73	39,232.92	25,557.34	229,451.99	291,970.09	62,625.35

EUGENIA

Arthur	1,222	8,893.10	932.97	2,089.72	11,915.79	11,572.44	.....
Chatsworth	287	1,580.76	280.10	532.20	2,393.06	2,992.31	599.25
Chesley	1,803	12,013.39	1,488.85	2,426.43	15,928.67	20,795.56	4,866.89
Dundalk	725	3,614.71	463.14	420.46	4,498.31	7,061.89	2,563.58
Durham	1,622	11,867.64	1,666.45	2,641.02	16,175.11	23,306.36	7,131.25
Elmwood	P.V.	1,681.31	206.67	648.47	2,536.45	3,207.50	671.05
Flesherton	410	2,252.82	402.31	613.47	3,268.60	4,419.13	1,150.53
Grand Valley	582	3,990.73	421.44	903.69	5,315.86	7,611.92	2,296.06
Hanover	2,695	41,083.87	6,837.09	7,286.10	55,207.06	64,650.16	9,443.10
Holstein	P.V.	1,238.70	204.45	416.41	1,859.56	1,906.67	47.11
Kincardine	2,159	9,929.74	4,528.39	4,787.50	19,245.63	17,063.09	.....
Lucknow	887	4,983.99	560.17	1,593.94	7,138.10	8,769.37	1,631.27
Markdale	908	2,786.11	782.38	851.73	4,420.22	6,649.43	2,049.21
Mount Forest	1,761	9,565.82	1,810.22	2,229.37	13,605.41	18,309.63	4,704.22
Neustadt	445	7,323.98	411.43	2,013.35	9,748.76	11,331.14	1,582.38
Orangeville	2,503	10,886.16	2,314.39	3,250.26	16,450.81	17,580.23	1,129.42
Owen Sound	12,360	53,112.06	18,525.17	9,681.42	81,318.65	92,923.84	1,605.19
Priceville	P.V.	597.87	45.89	663.91	1,307.67	1,009.05	.....
Ripley	P.V.	4,689.78	486.31	1,048.99	6,225.08	5,903.64	.....
Shelburne	1,101	6,833.34	778.50	1,750.73	9,362.57	12,065.26	2,702.69
Tara	521	3,576.19	698.93	1,521.14	5,796.26	6,664.78	868.52
Teeswater	838	5,409.52	572.90	2,860.70	8,843.12	8,360.31	.....
Wingham	2,470	15,150.76	4,753.93	6,891.85	26,796.54	30,509.83	3,713.29
Total	37,299	223,062.35	49,172.08	57,122.86	329,357.29	384,483.54	58,755.01

"B"—Continued

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horse-power taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	800.00	501.69	.....	271	84	11	4	370	28.0	135.6
.....	2,738.00	6,309.83	.....	1,517	386	29	.....	1,932	28.0	1,128.6
.....	352.00	1,387.44	.....	89	29	3	.....	121	20.6	128.6
.....	452.00	89.14	.....	129	47	2	.....	178	17.3	79.6
.....	356.00	2,287.18	.....	97	46	6	.....	149	23.0	101.2
.....	2,750.00	7,736.44	.....	1,183	248	60	.....	1,491	23.9	1,336.5
.....	302.00	1,160.06	.....	80	25	1	.....	106	.....	32.8
.....	241.00	1,559.59	.....	122	59	6	.....	187	34.6	64.3
.....	350.00	1,114.91	.....	109	59	10	.....	178	.....	205.6
.....	3,785.00	13,959.38	.....	1,163	215	55	.....	1,433	20.4	1,930.3
.....	1,984.00	5,715.67	.....	406	94	30	.....	530	13.5	908.8
.....	202.00	1,264.37	.....	109	30	1	.....	140	24.3	53.0
.....	433.00	1,874.51	.....	176	67	7	.....	250	24.9	149.3
107.25	181.00	.....	288.25	38	10	.....	.....	48	.....	14.0
.....	256.00	208.53	.....	106	52	3	.....	161	31.4	49.5
.....	219.48	1,267.86	.....	116	40	.....	.....	156	10.5	49.0
.....	120.00	848.27	.....	70	17	3	.....	90	.....	17.8
107.25	15,521.48	47,284.87	288.25	5,781	1,508	227	4	7,520	.....	7,729.1

SYSTEM

343.35	597.00	.....	940.35	120	70	5	.....	195	15.9	107.2
.....	144.00	455.25	.....	52	28	1	.....	81	28.0	38.8
.....	732.00	4,134.89	.....	282	92	16	2	392	21.7	300.2
.....	249.00	2,314.58	.....	115	75	3	.....	193	26.6	128.6
.....	667.00	6,464.25	.....	273	89	8	.....	370	22.8	477.6
.....	153.00	518.05	.....	35	19	1	.....	55	.....	33.7
.....	187.00	963.53	.....	88	39	1	.....	128	31.2	41.8
.....	312.00	1,984.06	.....	103	53	2	.....	158	27.2	69.0
.....	1,946.00	7,497.10	.....	523	108	16	.....	647	24.0	1,756.0
.....	74.00	.....	26.89	32	20	1	.....	53	.....	7.7
2,182.54	1,046.00	.....	3,228.54	344	113	12	.....	469	21.7	164.8
.....	366.00	1,265.27	.....	137	66	1	.....	204	23.9	91.0
.....	387.00	1,662.21	.....	147	75	10	2	234	25.7	108.5
.....	746.00	3,958.22	.....	260	130	7	.....	397	22.5	256.0
.....	371.00	1,211.38	.....	61	30	4	.....	95	21.3	182.9
.....	866.00	263.42	.....	265	101	12	.....	378	15.1	214.0
.....	4,109.56	7,495.63	.....	2,285	460	115	.....	2,860	23.1	1,852.5
298.62	111.00	.....	409.62	18	8	.....	.....	26	.....	11.0
321.44	247.00	.....	568.44	64	44	1	1	110	.....	89.8
.....	559.00	2,143.69	.....	221	78	9	.....	308	27.9	180.2
.....	335.00	533.52	.....	82	37	5	2	126	24.2	38.8
482.81	398.00	.....	880.81	127	47	3	3	180	21.4	134.6
.....	1,612.00	2,101.29	.....	384	156	19	.....	559	22.6	308.3
3,628.76	16,214.56	44,966.34	6,054.65	6,018	1,938	252	10	8,218	.....	6,593.0

STATEMENT

Condensed Operating Reports of Electrical Departments

WASDELLS

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Beaverton	986	5,237.08	1,527.36	1,484.58	8,249.02	12,841.42	4,592.40
Brechin	P.V.	2,624.87	420.37	414.91	3,460.15	3,622.16	162.01
Cannington	951	3,931.85	1,337.88	1,182.50	6,452.23	9,750.10	3,297.87
Kirkfield	P.V.	1,354.09	262.87	581.14	2,198.10	2,494.16	296.06
Port Perry	1,162	1,253.40	243.43	342.93	1,839.76	1,756.18	.....
Sunderland	P.V.	3,022.36	496.06	1,175.80	4,694.22	6,480.64	1,786.42
Uxbridge	1,492	1,280.11	195.77	161.33	1,637.21	1,679.07	41.86
Woodville	455	3,595.35	483.68	717.73	4,796.76	7,001.08	2,204.32
Total	6,546	22,299.11	4,967.42	6,060.92	33,327.45	45,624.81	12,380.94

MUSKOKA

Gravenhurst	1,621	6,951.91	4,050.26	3,973.55	14,975.72	19,293.45	4,317.73
Huntsville	2,316	23,313.48	4,375.94	1,941.64	29,631.06	29,976.28	345.22
Total	3,937	30,265.39	8,426.20	5,915.19	44,606.78	49,269.73	4,662.95

ST. LAWRENCE

Alexandria	2,319	13,621.04	2,485.62	4,467.54	20,574.20	19,916.48	.....
Apple Hill	P.V.	1,626.59	287.45	478.72	2,392.76	2,129.44	.....
Brockville	9,377	50,416.25	28,478.44	18,443.84	97,338.53	114,921.15	17,582.62
Chesterville	941	8,835.51	1,134.57	906.96	10,877.04	14,232.97	3,355.93
Lancaster	612	3,894.30	366.18	997.61	5,258.09	3,470.49	.....
Martintown	P.V.	836.55	88.08	498.96	1,423.59	1,530.47	106.88
Maxville	785	4,116.69	788.02	1,465.62	6,370.33	6,074.45	.....
Prescott	2,723	10,006.86	6,469.68	1,983.39	18,459.93	26,122.50	7,662.57
Williamsburg	P.V.	1,259.64	252.61	218.93	1,731.18	2,239.46	508.28
Winchester	1,058	5,013.08	1,614.17	728.70	7,355.95	11,207.11	3,851.16
Total	19,315	99,626.51	41,964.82	30,190.27	171,781.60	201,844.52	33,067.44

RIDEAU

Carleton Place	4,123	29,346.36	8,265.24	2,941.42	40,553.02	46,139.80	5,586.78
Kemptville	1,220	5,728.27	1,221.77	1,817.47	8,767.51	14,655.89	5,888.38
Lanark	575	2,059.44	268.63	721.62	3,049.69	4,369.75	1,320.06
Perth	3,710	19,428.17	5,951.37	6,925.73	32,305.27	42,943.96	10,638.69
Smiths Falls	6,529	28,633.16	13,900.57	16,296.61	58,830.34	68,288.50	9,458.16
Total	16,157	85,195.40	29,607.58	28,702.85	143,505.83	176,397.90	32,892.07

"B"—Continued

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horsepower taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	388.00	4,204.40	.....	165	60	14	118	357	36.2	112.6
.....	82.00	80.01	.....	32	23	2	.....	57	.....	61.8
.....	369.00	2,928.87	.....	189	67	10	7	273	28.7	99.0
.....	125.00	171.06	.....	22	15	1	.....	38	.....	29.4
83.58	.....	.....	83.58	192	51	1	.....	244	21.0	80.4
.....	164.00	1,622.42	.....	80	36	2	17	135	.....	72.0
.....	.....	41.86	.....	127	75	8	.....	210	.....	80.4
.....	120.00	2,084.32	.....	87	29	3	14	133	29.2	67.0
83.58	1,248.00	11,132.94	83.58	894	356	41	156	1,447	.....	602.6

SYSTEM

.....	1,443.00	2,874.73	.....	338	78	10	.....	426	26.3	444.3
.....	592.00	.....	246.78	384	98	6	.....	488	21.0	985.5
.....	2,035.00	2,874.73	246.78	722	176	16	.....	914	.....	1,429.8

SYSTEM

1,657.72	633.00	.....	1,290.72	221	88	11	.....	320	13.7	204.7
263.32	95.00	.....	358.32	26	19	1	.....	46	.....	25.4
.....	2,889.00	14,693.62	.....	1,686	374	63	115	2,238	23.8	1,360.6
.....	344.00	3,011.93	.....	151	52	3	.....	206	21.8	106.0
1,787.60	171.00	.....	1,958.60	54	23	.....	.....	77	12.5	24.0
.....	78.00	28.88	.....	25	11	.....	.....	36	.....	13.2
295.88	302.00	.....	597.88	86	58	2	.....	146	18.5	34.8
.....	1,589.00	6,073.57	.....	470	136	21	.....	627	23.0	293.5
.....	78.00	430.28	.....	46	14	1	.....	61	.....	15.2
.....	144.00	3,707.16	.....	230	52	2	.....	284	26.8	110.0
3,004.52	6,323.00	27,945.44	4,205.52	2,995	827	104	115	4,041	.....	2,187.4

SYSTEM

.....	1,318.00	4,268.78	.....	713	160	14	.....	887	21.5	904.4
.....	444.00	5,444.38	.....	206	77	4	.....	287	23.5	126.0
.....	135.00	1,185.06	.....	81	27	2	.....	110	19.1	40.2
.....	1,716.00	8,922.69	.....	645	180	19	.....	844	22.7	572.4
.....	3,687.00	5,771.16	.....	1,276	245	36	18	1,575	24.1	981.2
.....	7,300.00	25,592.07	.....	2,921	689	75	18	3,703	.....	2,624.2

STATEMENT

Condensed Operating Reports of Electrical Departments

THUNDER BAY

Municipality	Population	Cost of power purchased	Cost of operation and maintenance	Debenture charges and interest	Total cost of operation	Revenue	Gross surplus
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Port Arthur....	15,629	241,689.82	57,801.40	38,584.33	338,075.55	357,627.40	19,551.85

OTTAWA

Ottawa.....	112,899	122,937.00	115,353.53	49,602.44	287,892.97	373,615.68	85,722.71

TRENT

Bloomfield.....	512	2,186.33	375.90	902.99	3,465.22	4,177.36	712.14
Havelock.....	1,258	2,996.55	1,277.94	2,752.62	7,027.11	8,334.57	1,307.46
Kingston.....	22,234	60,727.52	61,561.97	22,399.02	144,688.51	191,860.68	47,172.17
Lakefield.....	1,193	3,536.17	1,267.22	2,406.05	7,209.44	9,640.91	2,431.47
Marmora.....	792	1,435.73	633.30	1,683.20	3,752.23	6,106.86	2,354.63
Norwood.....	748	2,065.71	1,105.76	2,562.20	5,733.67	7,034.42	1,300.75
Omemee.....	485	3,451.83	744.83	1,081.83	5,278.49	7,570.45	2,291.96
Peterboro.....	21,439	98,427.15	44,814.05	19,088.54	162,329.74	186,184.86	23,855.12
Picton.....	3,263	12,486.60	6,796.27	319.52	19,602.39	38,139.55	18,537.16
Wellington.....	840	3,019.84	685.05	1,543.42	5,248.31	7,158.16	1,909.85
Total.....	52,764	190,333.43	119,262.20	54,739.39	364,335.11	466,207.82	101,872.71

STATEMENT "B"—SUMMARIES

System	Population	Power purchased	Operation and maintenance	Debenture charges and interest	Total operation	Revenue	Gross surplus
Niagara.....	1,145,353	5456782.63	2530996.83	1413651.75	9401431.21	10407875.83	1024809.22
Severn.....	33,766	164,661.73	39,232.92	25,557.34	229,451.99	291,970.09	62,625.35
Eugenia.....	37,299	223,062.35	49,172.08	57,122.86	329,357.29	384,483.54	58,755.01
Wasdells.....	6,546	22,299.11	4,967.42	6,060.92	33,327.45	45,624.81	12,380.94
Muskoka.....	3,937	30,265.39	8,426.20	5,915.19	44,606.78	49,269.73	4,662.95
St. Lawrence....	19,315	99,626.51	41,964.82	30,190.27	171,781.60	201,844.52	33,067.44
Rideau.....	16,157	85,195.40	29,607.58	28,702.85	143,505.83	176,397.90	32,892.07
Thunder Bay...	15,629	241,689.82	57,801.40	38,584.33	338,075.55	357,627.40	19,551.85
Ottawa.....	112,899	122,937.00	115,353.53	49,602.44	287,892.97	373,615.68	85,722.71
Trent.....	52,764	190,333.43	119,262.29	54,739.39	364,335.11	466,207.82	101,872.71
Grand Totals...	1,443,665	6636853.37	2996785.07	1710127.34	11343,765.78	12754917.32	1436340.25

" B "—Concluded

of Hydro Municipalities for Year Ended December 31, 1922

SYSTEM

Gross deficit	Depreciation	Net surplus	Net deficit	Number of consumers					Per cent of consumers to population	Horse-power taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
$ c.	$ c.	$ c.	$ c.							
.....	11,492.00	8,059.85	.....	3,153	630	82	.....	3,865	24.7	12,526.8

SYSTEM

.....	36,743.00	48,979.71	.....	10493	1,415	230	.....	12,138	10.7	11,515.0

SYSTEM

.....	225.00	487.14	.....	88	19	4	.....	111	21.6	53.6
.....	528.00	779.46	.....	262	62	1	.....	325	25.8	72.3
.....	7,935.00	39,237.17	.....	3,498	787	131	.....	4,416	19.8	3,009.4
.....	520.00	1,911.47	.....	183	66	2	.....	251	21.0	106.0
.....	315.00	2,039.63	.....	110	43	3	.....	156	19.6	45.0
.....	634.00	666.75	.....	161	66	4	.....	231	30.8	107.0
.....	330.00	1,961.96	.....	92	31	7	.....	130	26.8	146.6
.....	7,232.00	16,623.12	.....	4,814	752	127	.....	5,693	26.5	4,528.7
.....	730.00	17,807.16	.....	745	187	36	.....	968	29.6	343.0
.....	374.00	1,535.85	.....	176	53	5	.....	234	.....	85.7
.....	18,823.00	83,049.71	.....	10129	2,066	320	.....	12,515	.....	8,495.3

OF ALL SYSTEMS

Gross deficit	Depreciation	Net surplus	Net deficit	Number of Consumers					Per cent of consumers to population	Horse-power taken in Dec., 1922
				Dom. light	Com'l light	Power	Rural	Total		
18,364.60	600,114.20	530,456.04	124,125.62	205,133	34,028	6,799	2,769	248,729	.....	240,358.4
107.25	15,521.48	47,284.87	288.25	5,781	1,508	227	4	7,520		7,729.1
3,628.76	16,214.56	44,966.34	6,054.65	6,018	1,938	252	10	8,218	.....	6,593.0
83.58	1,248.00	11,132.94	83.58	894	356	41	156	1,447	.....	602.6
.....	2,035.00	2,874.73	246.78	722	176	16	.....	914	.....	1,429.8
3,004.52	6,323.00	27,945.44	4,205.52	2,995	827	104	115	4,041	.....	2,187.4
.....	7,300.00	25,592.07	.....	2,921	689	75	18	3,703	.....	2,624.2
.....	11,492.00	8,059.85	.....	3,153	630	82	.....	3,865	.....	12,526.8
.....	36,743.00	48,979.71	.....	10,493	1,415	230	.....	12,138	.....	11,515.0
.....	18,823.00	83,049.71	.....	10,129	2,066	320	.....	12,515	.....	8,495.3
25,188.71	715,814.24	830,341.70	135,004.40	249,239	43,633	8,146	3,072	303,090	.....	294,061.6

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM

Municipality	Acton xa		Ailsa Craig		Alvinston xa
Population	1,742		547		659
Year	1921	1922	1921	1922	1922
EARNINGS					
	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	3,650.48	4,374.68	1,402.73	1,557.35	1,586.27
Commercial light	2,012.27	2,364.01	722.21	729.78	1,124.49
Commercial power	4,965.39	6,189.03	5,297.07	5,532.03	826.70
Municipal power	592.92	712.65	.....	.....	.....
Street light	1,841.26	1,848.13	791.00	780.00	1,385.82
Rural	.....	.....	85.25	77.15	.....
Miscellaneous	.....	399.00	.....	.....	.....
Total	13,062.32	15,887.50	8,298.26	8,676.31	4,923.28
EXPENSES					
Power purchased	7,219.94	9,077.58	5,744.46	5,850.66	3,573.85
Substation operation	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	1,666.44	1,997.00	45.10	57.90	197.40
Line transformer maintenance	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....
Street light, operation and maintenance	373.43	236.19	69.60	67.42	32.04
Promotion of business	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	606.84	861.24	150.01	180.24	114.10
Undistributed expenses	426.35	100.77	.....	.....	.....
Interest	112.10	34.32	249.27	184.73	1,015.21
Sinking fund and principal payments on debentures	379.80	380.71	148.46	155.88	253.67
Total expenses	10,784.90	12,687.81	6,406.90	6,496.83	5,186.27
Gross surplus	2,277.42	3,199.69	1,891.36	2,179.48	.....
Gross loss	.....	.....	.....	.....	262.99
Depreciation charge	916.00	924.00	479.00	297.00	.....
Net surplus	1,361.42	2,275.69	1,412.36	1,882.48	.....
Net loss	.....	.....	.....	.....	262.99

a Eight months operation.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Ancaster Township xa		Aylmer xb 2,251		Ayr xa 817		Baden, Police Vil. xa		Beachville, P.V. xa	
1921	1922	1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
7,406.62	8,598.01	7,358.00	7,339.17	1,862.55	2,075.16	958.06	1,150.47	786.32	869.79
891.37	993.66	6,238.14	6,422.18	1,319.32	1,281.59	456.15	440.60	433.10	630.79
130.13	293.44	3,177.35	3,068.01	2,546.21	2,217.52	5,967.22	6,397.12	7,992.11	8,422.87
.....	.....	656.81	615.24	.....	.....	.....	.....	.....	.....
768.00	888.00	2,930.00	2,930.00	1,170.00	1,092.00	580.00	610.00	420.00	495.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	42.14	19.59	261.83	291.89
9,196.12	10,773.11	20,360.30	20,374.60	6,898.08	6,666.27	8,003.55	8,617.78	9,893.36	10,710.34
2,719.89	3,776.11	8,262.56	9,501.66	3,304.43	3,610.17	5,974.22	7,522.57	8,517.36	9,604.82
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
474.44	1,431.33	2,847.33	2,765.35	347.46	546.49	430.69	147.12	243.66	216.53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
167.78	127.36	129.88	191.04	166.85	19.68	156.10	69.39	112.81	46.77
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,500.46	1,419.04	755.61	941.73	317.03	149.33	380.23	386.02	402.15	338.45
.....	.....	.....	12.49	.....	.....	.....	.....	.....	.....
1,421.94	1,449.65	1,611.04	1,294.67	309.33	260.61	.....	18.67	.....	.....
227.93	241.61	673.40	710.37	715.83	676.47	116.75	122.59	124.21	130.40
6,512.44	8,445.10	14,279.82	15,417.31	5,160.93	5,262.75	7,057.99	8,266.36	9,400.19	10,336.97
2,683.68	2,328.01	6,080.48	4,957.29	1,737.15	1,403.52	945.56	351.42	493.17	373.37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,146.00	697.00	1,087.00	654.00	540.00	327.00	438.00	261.00	543.00	366.00
1,537.68	1,631.01	4,993.48	4,303.29	1,197.15	1,076.52	507.56	90.42	.....	7.37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Blenheim		Bolton xa		Bothwell	
Population	1,580		658		613	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	4,396.96	4,861.99	1,963.73	2,154.22	2,040.83	2,257.72
Commercial light	3,638.77	3,799.58	1,593.76	1,310.13	1,532.34	1,407.11
Commercial power	3,832.93	4,607.90	3,473.82	4,185.85	885.08	6,511.40
Municipal power	.....	.....	.....	.....	88.25	.....
Street light	2,197.00	2,197.00	944.04	975.89	1,142.28	1,146.25
Rural	.....	.....	1,106.04	.....	5,946.24	.....
Miscellaneous	.....	.....	.....	.....	.....	2.57
Total	14,065.66	15,466.47	9,081.39	8,626.09	11,635.02	11,325.05
EXPENSES						
Power purchased	7,343.51	8,301.63	5,945.83	5,926.65	7,031.51	6,423.32
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	1,792.05	1,096.21	1,345.17	675.50	426.46	365.89
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	353.09	739.97	87.06	74.85	105.46	103.23
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	885.93	972.56	180.77	127.00	355.08	299.00
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	832.95	907.35	1,094.50	1,088.10	576.24	1,009.50
Sinking fund and principal payments on debentures	236.98	251.20	292.63	307.77	632.08	89.71
Total expenses	11,444.51	12,268.92	8,945.96	8,199.87	9,126.83	8,290.65
Gross surplus	2,621.15	3,197.55	135.43	426.22	2,508.19	3,034.40
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	1,097.00	726.00	938.00	554.00	308.00	196.00
Net surplus	1,524.15	2,471.55	.....	.....	2,200.19	2,838.40
Net loss	.....	.....	802.57	127.78	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Brampton xb 4,407		Brantford xb 31,362		Brantford Township		Brigden Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
12,186.84	14,393.19	59,931.17	73,887.64	7,725.17	10,417.45	1,174.28	1,218.06
5,659.49	6,127.54	12,373.68	17,127.73	1,171.09	1,538.66	1,276.89	1,399.21
12,152.28	15,002.84	56,408.99	65,848.07	5,094.81	5,260.09	4,115.94	1,994.87
1,198.82	1,244.53	22,938.31	25,437.47	.....	.....	.....	.....
4,126.00	4,109.83	23,813.12	26,674.12	2,504.70	2,727.84	976.66	976.66
.....	.....	.....	.....	.....	.....	.....	.....
253.10	164.80	.....	.....	.....	81.07	.....	60.30
35,576.53	41,042.73	175,465.27	208,975.03	16,495.77	20,025.11	7,543.77	5,649.10
21,166.54	28,976.83	92,629.23	131,352.24	5,957.15	8,791.51	4,925.99	3,731.60
.....	.....	4,541.69	5,313.11	.....	.....	.....	.....
47.45	.....	2,101.64	1,460.90	.....	.....	.....	.....
1,151.34	1,220.02	1,844.42	3,035.45	912.67	1,274.07	108.40	83.48
90.25	108.34	945.61	630.40	.....	.....	.....	.....
285.58	270.74	4,080.55	3,036.30	.....	.....	.....	.....
.....	.....	341.22	.....	.....	.....	.....	.....
451.70	386.42	11,693.69	7,615.81	336.25	230.78	104.26	68.07
.....	.....	1,446.64	1,704.76	.....	.....	.....	.....
1,740.63	1,854.52	3,841.80	4,092.56	.....	.....	.....	.....
1,897.08	1,439.82	7,806.43	7,959.93	2,321.81	2,921.76	550.31	468.51
30.00	153.15	5,402.79	5,354.95	225.00	1,271.80	.....	.....
869.52	421.73	15,278.48	18,382.35	2,466.98	2,551.65	291.33	289.03
2,398.52	2,515.65	7,221.00	13,471.00	1,899.53	1,896.07	624.17	626.66
30,128.61	37,347.22	159,175.19	203,409.76	14,119.39	18,937.64	6,604.46	5,267.35
5,447.97	3,695.51	16,290.08	5,565.27	2,376.38	1,087.47	939.31	381.75
.....	.....	.....	.....	.....	.....	.....	.....
4,156.00	1,232.00	15,444.35	13,034.14	1,999.00	1,330.00	391.00	203.00
1,291.92	2,463.51	845.73	.....	377.38	.....	548.31	178.75
.....	.....	.....	7,468.87	.....	242.53	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Burford Police Vil. xa		Burgessville Police Vil xa		Caledonia xa	
Population					1,335	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	2,817.52	3,491.08	756.62	757.10	994.76	1,202.16
Commercial light	1,673.49	1,966.34	288.50	257.31	1,584.02	1,731.70
Commercial power	132.50	1,057.03	821.31	656.82	1,139.37	958.20
Municipal power	.....	.....	.....	.....	.....	.....
Street light	768.00	832.00	380.00	336.00	1,010.65	990.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	159.07	.....	.....	.....	.....
Total	5,391.51	7,505.52	2,246.43	2,007.23	4,728.80	4,882.06
EXPENSES						
Power purchased	3,386.56	3,664.61	1,232.15	1,491.85	2,180.89	2,837.70
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	177.01	436.49	6.51	201.86	396.11	431.88
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	98.75	107.72	34.25	50.29	125.67	155.79
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	227.01	380.27	64.62	63.06	164.90	324.88
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	293.78	303.18	149.96	144.83	226.85	262.22
Sinking fund and principal payments on debentures	202.64	192.99	127.67	135.05	119.56	126.72
Total expenses	4,385.75	5,085.26	1,615.16	2,086.94	3,213.98	4,139.19
Gross surplus	1,005.76	2,420.26	631.27	.....	1,514.82	742.87
Gross loss	.....	.....	.....	79.71	.....	.....
Depreciation charge	350.00	238.00	182.00	111.00	487.00	238.00
Net surplus	655.76	2,182.26	449.27	.....	1,027.82	504.87
Net loss	.....	.....	.....	190.71	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

" C "—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Chatham 15,084		Chippawa 1,029		Clinton xb 1,941		Comber Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
48,442.47	52,252.33	2,932.89	3,373.63	6,045.27	6,478.04	1,275.54	1,472.95
31,165.17	33,091.92	723.18	706.82	4,064.94	4,125.00	1,289.89	1,549.37
69,336.78	74,996.15	.....	1,487.77	3,213.09	3,505.66	5,294.15	4,555.20
3,001.78	2,865.60	.....	.....	744.89	751.46	.....	.....
13,683.76	13,776.12	1,152.00	1,344.00	1,654.79	1,696.92	875.04	858.36
.....	.....	.....	.....	.....	.....	.....	.....
1,800.00	1,200.00	.....	.....	475.89	.....	.....	.....
167,429.96	178,182.12	4,808.09	6,912.22	16,198.87	16,557.08	8,734.62	8,435.88
67,580.08	86,824.32	1,481.67	1,616.12	7,224.64	8,598.18	5,312.48	4,612.97
5,851.46	6,452.89	.....	.....	.....	.....	.....	.....
3,496.78	1,091.32	.....	.....	.....	.....	.....	.....
4,397.66	6,923.44	615.18	444.03	571.95	626.42	228.53	334.72
1,204.49	455.09	.....	.....	.....	.....	.....	.....
2,753.61	1,971.89	.....	.....	.....	.....	.....	.....
371.10	.....	.....	.....	.....	.....	.....	.....
4,162.79	6,175.26	298.60	28.80	146.18	419.83	84.76	60.97
4,723.66	2,432.24	.....	.....	.....	.....	.....	.....
4,631.91	5,124.68	.....	.....	.....	.....	.....	.....
12,333.31	13,144.58	348.84	542.40	1,586.80	1,688.16	348.79	422.51
3,634.01	6,608.70	.....	.....	.....	104.27	.....	.....
16,203.27	16,091.67	680.36	952.40	2,044.20	1,951.76	514.13	442.60
4,847.25	5,832.22	274.32	374.03	972.49	972.49	310.25	327.05
136,191.38	159,128.30	3,698.97	3,957.78	12,546.26	14,361.11	6,798.94	6,200.82
31,238.58	19,053.82	1,109.10	2,954.44	3,652.61	2,195.97	1,935.68	2,235.06
.....	.....	.....	.....	.....	.....	.....	.....
10,050.00	7,327.00	632.00	364.00	1,490.00	1,077.00	368.00	227.00
21,188.58	11,726.82	477.10	2,590.44	2,162.61	1,118.97	1,567.68	2,008.06
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Dashwood Police Vil.		Delaware Police Vil. xa		Dereham Township xa	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	662.20	806.68	882.74	840.90	.....	.....
Commercial light	484.77	648.38	505.52	652.53	.....	.....
Commercial power	1,626.21	1,297.43	.....	.....	.....	.....
Municipal power	.....	.....	.....	.....	.....	.....
Street light	666.25	615.00	378.00	378.00	.....	.....
Rural	.....	.....	.....	.....	7,785.76	8,164.80
Miscellaneous	.....	.....	.....	.....	.....	66.83
Total	3,439.43	3,367.49	1,766.26	1,871.43	7,785.76	8,231.63
EXPENSES						
Power purchased	3,126.68	2,884.10	857.64	823.57	3,906.88	2,738.53
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	8.88	.55	10.49	20.19	966.81	940.64
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	68.32	67.32	71.19	15.99	.....	.....
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	228.70	217.43	59.35	37.49	397.29	196.50
Undistributed expenses	.....	.....	.....	4.13	.....	.....
Interest	159.08	174.75	152.32	143.08	3,413.75	3,402.88
Sinking fund and principal payments on debentures	58.13	61.61	80.71	84.73	.....	702.26
Total expenses	3,649.79	3,405.76	1,231.70	1,129.18	7,874.73	7,980.81
Gross surplus	.....	.....	474.56	742.25	.....	250.82
Gross loss	210.36	38.27	.....	.....	88.97	.....
Depreciation charge	172.00	103.00	141.00	94.00	2,195.00	1,235.00
Net surplus	.....	.....	333.56	648.25	.....	.....
Net loss	382.36	141.27	.....	.....	2,283.97	984.18

xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Dorchester Police Vil.		Drayton xa 618		Dresden 1,456		Drumbo Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,511.61	1,717.89	1,925.38	2,078.59	3,475.26	3,596.86	949.84	1,097.50
473.05	613.24	1,337.86	1,588.41	2,808.43	2,925.60	671.94	717.78
544.88	1,203.65	1,223.58	1,566.95	5,404.44	3,771.98	312.34	380.12
.....	.....	.....	.....	307.08	682.53	.....	.....
493.00	493.00	1,080.00	1,080.00	1,693.25	1,745.34	440.00	455.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	10.94	.....
3,022.54	4,027.78	5,566.82	6,313.95	13,688.46	12,722.31	2,385.06	2,650.40
1,247.24	1,177.39	3,400.14	3,399.39	6,237.28	6,244.68	1,080.01	1,241.56
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
307.00	80.99	22.90	61.92	1,456.89	1,977.38	67.32	114.21
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
61.48	151.69	101.96	83.65	.....	59.09	48.40	90.19
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
198.78	245.26	216.21	236.16	634.44	992.94	94.36	82.84
.....	.....	.....	.....	206.94	81.13	.....	.....
162.51	172.91	517.64	462.98	491.65	416.69	167.07	153.34
82.60	86.72	157.11	137.74	760.70	794.98	90.77	95.31
2,059.61	1,914.96	4,415.96	4,381.84	9,787.90	10,566.89	1,547.93	1,777.09
962.93	2,112.82	1,150.86	1,932.11	3,900.56	2,155.42	837.13	873.31
.....	.....	.....	.....	.....	.....	.....	.....
306.00	193.00	422.00	256.00	796.00	517.00	203.00	131.00
656.93	1,919.82	728.86	1,676.11	3,104.56	1,638.42	634.13	742.31
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA
SYSTEM—Continued

Municipality	Dublin Police Village xa		Dundas xb		Dunnville	
Population			5,100		3,583	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	503.50	574.41	11,047.75	12,521.50	3,982.33	5,213.57
Commercial light	562.44	664.68	6,174.18	6,386.36	6,971.57	8,419.06
Commercial power	1,172.31	1,027.27	21,520.47	24,263.48	4,239.39	5,436.35
Municipal power	.....	.....	197.16	204.24	1,641.62	1,923.41
Street light	700.00	700.00	3,307.22	3,620.24	4,470.27	4,528.60
Rural	.....	.....	450.35	759.49	.....	.....
Miscellaneous	.....	.....	268.94	337.27	501.56	180.04
Total	2,938.25	2,966.36	42,966.07	48,092.58	21,806.74	25,701.03
EXPENSES						
Power purchased	2,169.97	1,975.25	20,937.71	27,801.01	10,918.66	10,504.53
Substation operation	.....	.....	.....	87.19	.....	.....
Substation maintenance	.....	.....	162.13	.....	.....	.....
Distribution system, operation and maintenance	208.80	16.60	1,246.39	1,875.65	906.36	1,604.40
Line transformer maintenance	.....	.....	458.80	378.14	.....	.....
Meter maintenance	.....	.....	489.99	463.44	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	91.15	81.00	772.04	625.53	334.15	647.99
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	2,100.03	2,093.89	.....	.....
Gen. office—salaries and exp.	145.10	150.20	2,606.39	2,855.89	2,779.60	2,483.71
Undistributed expenses	.....	.....	2,992.22	2,712.16	.....	185.68
Interest	364.17	322.17	2,274.00	2,184.23	4,086.06	3,996.52
Sinking fund and principal payments on debentures	229.20	242.06	1,120.82	1,180.18	1,013.95	1,074.78
Total expenses	3,208.39	2,787.28	35,160.52	42,257.31	20,038.78	20,497.61
Gross surplus	.....	179.08	7,805.55	5,835.27	1,767.96	5,203.42
Gross loss	270.14	.....	.....	.....	.....	.....
Depreciation charge	253.00	147.00	4,400.00	1,045.00	2,641.00	1,637.00
Net surplus	.....	32.08	3,405.55	4,790.27	.....	3,566.42
Net loss	523.14	.....	.....	.....	873.04	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Dutton 845		Elmira xb 2,370		Elora 1,091		Embro 463	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,035.51	2,163.68	5,990.36	7,142.86	2,590.55	3,407.43	1,512.70	1,601.30
1,410.52	1,498.41	3,082.61	4,014.00	2,394.68	2,902.98	1,234.16	1,385.94
2,483.44	2,547.27	7,796.89	10,906.72	6,144.11	8,386.26	1,930.84	1,712.69
.....	.....	223.31	226.21	.....	.....	.....	.....
1,244.30	1,289.40	1,610.00	1,956.00	970.50	1,140.00	845.76	845.76
.....	.....	.....	.....	154.53	.....	.....	.....
39.87	26.80	476.75	105.41	426.91	273.23	.....	4.75
7,213.64	7,525.56	19,179.92	24,351.20	12,681.28	16,109.90	5,523.46	5,550.44
4,278.18	4,775.70	10,187.41	14,397.61	7,947.21	9,385.88	3,276.11	3,222.05
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
284.64	131.81	805.55	1,923.91	1,350.75	1,663.40	79.82	80.15
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
129.60	149.06	273.90	151.33	255.96	192.44	54.96	78.87
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
903.50	978.27	2,362.12	1,473.18	1,211.10	1,278.98	203.06	236.12
.....	.....	.....	.....	.....	.....	.....	.....
276.16	246.49	1,026.19	955.47	573.11	568.76	507.46	459.94
169.27	179.42	380.39	403.21	401.44	422.02	216.12	229.08
6,041.35	6,460.75	15,045.56	19,304.71	11,739.57	13,511.48	4,337.53	4,306.21
1,172.29	1,064.81	4,134.36	5,046.49	941.71	2,598.42	1,185.93	1,244.23
.....	.....	.....	.....	.....	.....	.....	.....
530.00	337.00	1,417.00	958.00	937.00	675.00	408.00	269.00
642.29	727.81	2,717.36	4,088.49	4.71	1,923.42	777.93	975.23
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Etobicoke Township		Exeter 1,507		Fergus xa 1,762	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	21,326.96	29,162.15	4,196.23	5,217.29	4,072.20	6,037.68
Commercial light	2,734.25	3,737.70	2,815.15	3,069.92	3,873.68	4,011.60
Commercial power	5,076.25	6,019.24	4,566.28	4,753.09	3,582.53	4,871.30
Municipal power	.....	.....	349.85	517.14	609.40	684.13
Street light	3,867.66	4,491.90	2,182.98	2,010.00	1,996.57	1,755.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	376.95	413.29	.....	.....
Total	33,005.12	43,410.99	14,487.44	15,980.73	14,134.38	17,359.71
EXPENSES						
Power purchased	8,382.37	15,782.96	8,531.44	11,135.67	7,619.95	8,705.62
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	2,364.29	3,552.48	224.54	118.77	1,789.04	2,432.41
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	565.84	500.57	315.52	193.60	238.99	204.88
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	2,048.00	4,392.85	1,516.26	1,832.87	1,044.23	931.33
Undistributed expenses	.....	.....	.....	.....	383.38	230.81
Interest	6,073.15	6,217.31	664.32	571.86	1,416.35	1,359.53
Sinking fund and principal payments on debentures	1,453.74	1,540.97	534.83	561.57	304.57	321.33
Total expenses	20,887.39	31,987.14	11,786.91	14,414.34	12,796.51	14,185.91
Gross surplus	12,117.73	11,423.85	2,700.53	1,566.39	1,337.87	3,173.80
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	5,380.00	3,842.00	959.00	603.00	1,285.00	803.00
Net surplus	6,737.73	7,581.85	1,741.53	963.39	52.87	2,370.80
Net loss	.....	.....	.....	.....	.....	.....

xa Operated by Municipal Council.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Ford City	Forest		Galt		Georgetown		Glencoe	
5,113	1,422		13,332		2,098		835	
1922	1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,501.74	5,366.42	5,784.92	44,879.01	61,672.58	5,043.90	6,423.03	2,927.75	3,281.92
1,745.29	3,348.69	3,550.92	19,055.01	23,325.29	2,964.37	3,400.50	2,724.24	2,688.42
8,328.14	4,096.29	4,574.05	42,281.52	53,761.76	13,402.15	17,154.68	2,110.44	2,219.92
.....	99.18	103.32	4,797.97	6,271.10	144.79	245.38	.....	.....
484.00	2,621.62	2,484.14	16,548.50	18,229.81	1,623.11	1,786.16	3,075.00	3,023.75
.....	.....	.....	.....	.....	5,627.07	.....	.....	96.00
.....	466.26	111.00	3,974.14	.....	.....	1,081.39	72.00	.....
17,059.17	15,998.46	16,608.35	131,536.15	163,260.54	28,805.39	30,091.14	10,909.43	11,310.01
15,554.17	6,779.33	7,066.40	64,467.06	108,097.51	21,458.22	19,311.15	5,084.48	4,618.41
.....	.....	.....	4,837.50	5,381.44	.....	.....	.....	.....
.....	.....	.....	89.23	59.24	.....	.....	.....	.....
896.28	1,988.16	1,301.17	1,253.93	3,158.55	1,924.94	2,130.02	95.50	378. 93
.....	.....	.....	342.50	99.14	.....	.....	.....	.....
.....	.....	.....	302.30	318.16	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
156.53	204.33	140.29	5,935.73	2,304.59	473.81	389.55	229.93	331.10
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	3,420.94	3,095.70	.....	.....	.....	.....
1,047.00	1,141.01	1,360.01	6,394.57	8,368.92	1,562.28	1,628.74	503.06	675.00
.....	.....	.....	1,391.15	4,802.56	66.07	.....	.....	.....
.....	1,373.43	987.73	10,562.20	19,371.85	716.34	812.60	1,585.25	1,541.38
.....	1,364.00	1,439.06	5,944.26	11,381.17	380.39	403.21	1,044.45	1,072.84
17,653.98	12,850.26	12,294.66	104,941.37	166,438.83	26,582.05	24,675.27	8,542.67	8,617.66
.....	3,148.20	4,313.69	26,594.78	.....	2,223.34	5,415.87	2,366.76	2,692.35
594.81	.....	.....	.....	3,178.29	.....	.....	.....	.....
.....	1,171.00	739.00	13,282.16	11,210.97	2,179.00	1,416.00	806.00	453.00
.....	1,977 20	3,574.69	13,312.62	.....	44.34	3,999.87	1,560.76	2,239.35
594.81	.....	.....	.....	14,389.26	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Goderich xb		Grantham Township xi		Granton Police Vil.	
Population	4,108					
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	12,258.50	13,932.54	.....	.....	1,085.25	1,184.71
Commercial light	6,097.39	6,775.78	.....	.....	508.75	532.53
Commercial power	11,256.85	10,553.63	.....	.....	1,747.17	1,637.41
Municipal power	4,602.54	4,602.50	.....	.....	.....	.....
Street light	4,163.04	4,637.50	.....	.....	480.00	480.00
Rural	.....	.....	7,852.83	7,695.24	.....	.....
Miscellaneous	789.45	830.37	.....	.....	.....	.....
Total	39,167.77	41,332.32	7,852.83	7,695.24	3,821.17	3,834.65
EXPENSES						
Power purchased	21,554.59	25,998.65	1,405.83	1,890.02	2,242.62	2,328.48
Substation operation	3,177.67	3,285.20	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	1,158.67	1,002.44	964.18	1,167.65	36.35	99.29
Line transformer maintenance	251.59	210.70	.....	.....	.....	.....
Meter maintenance	877.22	34.74	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	176.75	250.43	.....	.....	47.09	47.44
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	905.77	707.90	.....	.....	.....	.....
Gen. office—salaries and exp.	1,711.76	1,428.40	442.35	380.16	108.98	93.01
Undistributed expenses	423.28	530.34	.....	.....	.....	.....
Interest	2,365.02	2,614.49	2,178.12	2,787.59	212.34	186.81
Sinking fund and principal payments on debentures	2,238.52	2,337.17	895.24	390.85	59.25	62.80
Total expenses	34,840.84	38,400.46	5,885.72	6,616.27	2,706.63	2,817.83
Gross surplus	4,326.93	2,931.86	1,967.11	1,078.97	1,114.54	1,016.82
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	4,260.00	2,629.00	475.40	937.10	217.00	133.00
Net surplus	66.93	302.86	1,491.71	141.87	897.54	883.82
Net loss	.....	.....	.....	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xc Hydro and Gas under one Commission.
x Operated by St. Catharines.

" C "—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Guelph xc 18,027		Hagersville xa 1,271		Hamilton 118,243		Harriston 1,311	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
38,421.71	47,212.44	2,340.28	2,630.39	237,348.81	277,025.34	3,412.75	3,517.32
23,439.07	28,146.36	1,928.84	2,631.95	53,217.08	63,683.93	2,498.35	2,504.69
72,549.55	83,293.38	12,919.71	14,602.84	193,937.52	231,246.10	7,731.21	6,717.20
.....	6,048.04	.....	.....	28,440.82	41,170.99	595.57	592.06
9,021.12	8,790.54	833.32	800.00	65,438.53	81,147.64	915.00	976.00
.....	.....	.....	.....	12,664.57	16,535.86	.....	.....
1,340.25	10,075.26	22.20	11.89	17,639.82	18,502.92	.....	.....
144,771.70	183,566.02	18,044.35	20,677.07	608,687.15	729,312.78	15,152.88	14,307.27
84,268.29	120,896.87	11,754.85	13,401.89	304,139.38	453,911.63	8,314.86	9,605.19
.....	.....	.....	.....	21,587.41	21,397.17	.....	.....
4,079.63	3,630.91	.....	.....	2,178.27	4,243.58	.....	.....
6,018.37	3,055.59	890.84	1,986.44	21,026.31	26,240.72	1,176.76	922.26
1,178.22	892.48	.....	.....	7,556.81	9,887.81	.....	.....
1,702.78	3,010.09	.....	.....	10,027.55	9,496.80	.....	.....
.....	.....	.....	.....	6,028.08	6,245.48	.....	.....
4,351.50	4,720.15	60.67	277.86	16,794.08	14,853.75	282.01	252.11
.....	.....	.....	.....	6,039.84	6,862.81	.....	.....
4,856.48	4,725.54	.....	.....	25,433.87	26,285.80	.....	.....
5,554.30	4,805.09	1,201.45	1,106.03	27,599.98	28,175.97	581.83	650.04
6,491.98	8,209.15	.....	.....	15,934.04	15,452.35	.....	.....
3,340.73	4,439.81	205.62	219.66	52,246.27	60,991.07	789.95	532.08
5,037.65	3,909.08	208.12	218.54	26,678.71	32,927.65	603.94	637.22
126,979.93	162,294.76	14,321.55	17,210.42	547,360.60	716,972.59	11,749.35	12,598.90
17,791.77	21,271.26	3,722.80	3,466.65	61,326.55	12,340.19	3,403.53	1,708 37
.....	.....	.....	.....	.....	.....	.....	.....
12,466.00	9,442.00	708.00	425.00	61,173.28	37,345.31	783.00	477.00
5,325.77	11,829.26	3,014.70	3,041.65	153.27	.....	2,620.53	1,231.37
.....	.....	.....	.....	.....	25,005.12	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA
SYSTEM—Continued

Municipality	Hensall xa		Hespeler		Highgate xa	
Population	738		2,853		417	
Year	1921	1922	1921	1922	1921	1922
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	2,099.20	2,369.38	6,648.35	8,011.51	1,065.47	1,092.54
Commercial light	1,391.61	1,439.11	2,803.97	3,324.81	879.34	925.94
Commercial power	1,046.19	1,143.68	6,920.14	9,750.75	1,318.16	1,606.09
Municipal power	50.33	76.77	319.31	479.48	.....	.....
Street light	975.00	1,048.75	1,858.50	1,962.00	669.00	677.50
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	40.65	40.75	.....	.....
Total	5,562.33	6,077.69	18,590.92	23,569.30	3,931.97	4,302.07
EXPENSES						
Power purchased	3,079.13	4,080.84	9,841.93	1,339.11	2,080.99	2,486.69
Substation operation	.....	.....	1,360.23	778.17	.....	.....
Substation maintenance	.....	.....	219.20	.....	.....	.....
Distribution system, operation and maintenance	177.94	200.26	853.63	282.94	130.25	60.62
Line transformer maintenance	.....	.....	294.82	228.64	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	224.88	149.77	402.09	428.10	43.26	19.69
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	398.77	579.55	2,401.47	2,945.51	249.20	217.25
Undistributed expenses	.....	.....	571.04	753.26	.....	.....
Interest	612.07	627.42	652.49	721.52	233.78	210.06
Sinking fund and principal payments on debentures	228.70	241.57	1,530.94	1,385.50	91.48	96.04
Total expenses	4,721.49	5,879.41	18,127.84	20,917.75	2,828.96	3,090.35
Gross surplus	840.84	198.28	463.08	2,651.55	1,103.01	1,211.72
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	524.00	325.00	2,088.00	1,467.00	289.00	176.00
Net surplus	316.84	.....	.....	1,184.55	814.01	1,035.72
Net loss	.....	126.72	1,624 92	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xe Hydro, Gas and Railway under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Ingersoll xb 5,253		Kitchener xe 22,717		Lambeth, Police Village xa		Listowel xb 2,429	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
12,913.37	16,254.07	48,095.22	59,793.35	1,616.48	1,931.32	8,190.77	9,584.04
7,368.55	8,918.23	32,306.38	41,788.58	414.56	525.13	4,700.32	5,702.40
19,802.79	20,504.91	101,556.89	127,899.44	305.58	.....	11,664.28	9,031.16
833.29	945.07	22,677.04	23,335.46	.....	326.27	1,317.77	2,276.33
3,810.00	4,141.67	16,163.77	17,754.20	520.00	560.70	3,501.00	3,510.00
.....	.....	.....	.....	.....	.....	.....	.....
1,305.30	1,599.68	3,533.46	4,894.27	.....	.....	.....	.....
46,033.30	52,363.63	224,332.76	275,465.30	2,856.62	3,343.42	29,374.14	30,103.93
25,721.93	33,201.74	137,226.38	201,539.40	1,341.93	1,225.49	15,222.99	15,574.70
1,130.01	1,129.74	8,179.08	8,133.56	.....	.....	.....	.....
.....	.....	1,475.15	1,838.91	.....	.....	.....	.....
1,927.00	2,247.38	10,633.79	17,380.13	180.45	356.74	1,146.82	1,740.30
47.99	349.45	899.09	1,565.21	.....	.....	.....	.....
743.77	110.39	4,407.40	2,613.53	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
1,909.96	1,379.93	5,021.19	5,883.54	29.66	30.91	1,060.34	825.34
.....	.....	104.87	261.92	.....	.....	.....	.....
1,781.40	1,759.02	5,123.28	4,992.18	.....	.....	.....	.....
2,166.53	2,256.82	5,152.68	5,416.24	158.33	30.86	3,672.77	3,411.09
2,071.60	2,262.89	6,039.77	5,775.34	.....	.....	.....	.....
1,801.79	2,065.32	7,838.75	8,754.51	241.51	216.49	1,583.77	1,759.17
1,677.35	1,677.35	9,244.50	9,651.89	67.71	76.07	2,195.35	2,068.41
40,979.33	48,440.03	201,345.93	273,806.36	2,019.59	1,936.56	24,882.04	25,379.01
5,053.97	3,923.60	22,986.83	1,658.94	837.03	1,406.86	4,492.10	4,724.92
.....	.....	.....	.....	.....	.....	.....	.....
3,995.00	2,524.00	19,567.00	14,738.11	216.00	160.00	2,043.00	1,294.00
1,058.97	1,399.60	3,419.83	.....	621.03	1,246.86	2,449.10	3,430.92
.....	.....	.....	13,079.17	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	London xb		Louth Township xa		Lucan	
Population	59,784				624	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	185,949.18	217,828.22	.....	.....	2,343.88	2,737.74
Commercial light	92,874.24	104,184.03	.....	.....	1,025.25	1,081.12
Commercial power	218,138.49	227,315.60	.....	.....	7,368.90	5,829.91
Municipal power	27,308.78	46,338.49	.....	.....	.....	.....
Street light	36,087.06	36,155.73	.....	.....	951.96	951.96
Rural	3,283.24	3,559.64	**728.10	**808.76	73.02	75.16
Miscellaneous	26,248.63	21,862.82	.....	.....	.....	19.57
Total	589,889.62	657,244.53	728.10	808.76	11,763.01	10,695.46
EXPENSES						
Power purchased	291,370.63	407,081.33	**	**	6,424.35	6,681.53
Substation operation	20,463.89	21,245.88	.....	.....	.....	.....
Substation maintenance	4,120.08	4,765.81	.....	.....	.....	.....
Distribution system, operation and maintenance	12,711.14	14,878.27	521.14	39.83	732.68	863.66
Line transformer maintenance	4,818.82	3,565.69	.....	158.83	.....	.....
Meter maintenance	16,966.30	17,063.21	.....	5.35	.....	.....
Consumers' premises expenses	8,397.00	7,428.17	.....	.....	.....	.....
Street light, operation and maintenance	5,889.75	5,534.56	.....	.....	182.13	223.24
Promotion of business	7,168.23	4,880.06	.....	.....	.....	.....
Billing and collecting	21,870.51	16,474.08	.....	.....	.....	.....
Gen. office—salaries and exp.	36,546.40	31,846.85	76.39	57.01	619.95	710.73
Undistributed expenses	26,475.96	28,436.40	.....	.....	.....	.....
Interest	48,983.72	46,748.77	443.52	471.77	347.16	132.31
Sinking fund and principal payments on debentures	24,701.76	29,000.11	50.89	54.45	356.94	373.72
Total expenses	530,484.19	638,949.19	1,091.94	787.24	8,653.21	8,985.19
Gross surplus	59,405.43	18,295.34	.....	21.52	3,109.80	1,710.27
Gross loss	.....	.....	363.84	.....	.....	.....
Depreciation charge	58,898.95	43,801.43	70.00	85.00	614.00	373.00
Net surplus	506.48	.....	.....	.....	2,495.80	1,337.27
Net loss	.....	25,506.09	433.84	63.48	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
** Service Charge only—Energy and balance of Revenue in Port Dalhousie accounts.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Lynden Police Village xa		Markham xa 970		Merritton 2,589		Milton 1,900	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,191.73	1,343.50	3,263.60	3,116.38	6,010.43	6,163.42	4,502.81	5,164.20
478.11	455.15	1,303.84	1,325.79	1,238.88	1,519.78	2,531.11	2,487.17
3,583.86	3,310.64	2,260.71	2,323.45	3,203.78	2,977.95	16,596.71	19,667.48
.....	.....	327.96	232.45	.....	.....	.....	.....
446.75	548.90	2,093.00	1,906.89	2,220.00	2,200.00	1,839.76	1,838.30
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1,243.80	1,018.66
5,700.35	5,658.19	9,249.11	8,904.96	12,653.09	12,861.15	26,714.19	30,175.81
4,362.89	4,351.23	3,139.96	3,195.54	3,052.27	4,784.89	18,846.46	27,855.10
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
43.44	77.65	1,047.84	1,083.35	3,581.58	3,504.45	974.96	1,258.83
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
27.14	41.93	149.42	166.25	611.50	404.28	258.51	254.59
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
127.24	111.41	470.47	567.10	1,125.07	866.27	1,353.05	1,619.83
.....	.....	.....	.....	250.00	250.00	.....	.....
261.65	215.27	696.19	547.47	203.78	203.93	492.99	236.44
81.11	85.58	600.18	632.39	543.11	570.26	893.64	938.32
4,903.47	4,883.07	6,104.06	6,192.10	9,367.31	10,584.08	22,819.61	32,163.11
796.88	775.12	3,145.05	2,712.86	3,285.78	2,277.07	3,894.58	.....
.....	.....	.....	.....	.....	.....	.....	1,987.30
228.00	141.00	755.00	330.00	948.00	549.00	1,496.00	383.00
568.88	634.12	2,390.05	2,382.86	2,337.78	1,728.07	2,398.58	.....
.....	.....	.....	.....	.....	.....	.....	2,370.30

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Milverton 1,054		Mimico 4,187		Mitchell xb 1,699	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	2,085.42	2,453.16	13,068.97	16,083.14	4,660.66	5,355.08
Commercial light	1,688.69	1,886.98	2,008.37	2,452.03	3,101.46	3,337.99
Commercial power	8,118.27	9,815.47	1,827.82	2,083.24	5,542.41	4,901.36
Municipal power	89.55	294.50	1,995.76	3,176.03	.....	800.00
Street light	1,020.84	969.00	2,048.10	3,248.00	1,980.00	2,040.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	138.62	22.78	711.65	899.10
Total	13,002.77	15,419.11	21,087.64	27,065.22	15,996.18	17,333.53
EXPENSES						
Power purchased	8,748.51	12,386.18	9,185.53	17,497.91	6,060.55	8,313.19
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	136.30	107.53
Distribution system, operation and maintenance	379.05	398.50	3,204.25	3,801.47	396.75	694.12
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	206.84	221.33	667.23	627.02	136.48	317.28
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	720.98	866.22	2,385.31	2,639.22	2,067.08	1,949.85
Undistributed expenses	.....	.....	.....	234.00	.....	.....
Interest	244.86	320.83	1,206.09	1,300.02	63.14	213.97
Sinking fund and principal payments on debentures	356.15	375.74	886.64	943.83	1,696.40	992.06
Total expenses	10,656.39	14,568.80	17,535.05	27,043.47	10,556.70	12,588.00
Gross surplus	2,346.38	850.31	3,552.59	21.75	5,439.48	4,745.53
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	628.00	409.00	2,461.00	1,790.00	2,069.00	1,467.00
Net surplus	1,718.38	441.31	1,091.59	.....	3,370.48	3,278 53
Net loss	.....	.....	.....	1,768.25	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

" C "—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Moorefield Police Vil. xa		Mount Brydges P.V. xa		Newbury 301		New Hamburg 1,401	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
637.19	712.43	1,398.23	1,398.02	358.18	683.98	3,570.31	4,033.82
540.33	575.24	457.24	540.62	306.52	543.61	1,751.04	2,040.13
1,285.41	1,368.96	836.67	737.60	511.05	778.83	5,253.46	6,732.68
.....	.....	.....	.....	.....	.....	.....	.....
475.00	475.00	532.00	514.21	624.97	920.00	1,967.00	2,305.75
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	936.64	158.39
2,937.93	3,131.63	3,224.15	3,190.45	1,800.72	2,926.42	13,478.44	15,270.77
1,868.94	2,308.28	1,863.09	1,762.37	863.59	1,370.14	7,644.94	9,485.86
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
9.50	27.73	117.88	118.11	.....	33.34	1,637.83	1,656.08
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
100.57	73.96	48.00	60.00	.....	59.85	393.28	190.29
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
86.67	85.69	150.32	80.51	85.72	113.38	1,120.88	1,225.13
.....	.....	.....	.....	.....	.....	.....	.....
234.88	222.47	167.21	147.93	340.72	561.76	678.21	717.70
148.60	157.14	80.34	84.77	314.35	740.04	441.31	463.37
2,449.16	2,875.27	2,426.84	2,253.69	1,604.38	2,878.51	11,915.65	13,738.43
488.77	256.36	797.31	936.76	196.34	47.91	1,562.79	1,532.34
.....	.....	.....	.....	.....	.....	.....	.....
187.00	108.00	222.00	142.00	.....	166.00	1,306.00	382.00
301.77	148.36	575.31	794.76	196.34	.....	256.79	1,150.34
.....	.....	.....	.....	.....	118.09	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	New Toronto xb		Niagara Falls		Niagara-on-the-Lake	
Population	2,947		15,895		1,714	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	6,731.42	9,039.13	59,722.54	72,634.03	5,847.10	5,769.68
Commercial light	3,798.61	4,089.35	21,208.01	26,699.31	3,291.89	2,777.10
Commercial power	60,083.39	35,022.06	27,427.69	29,131.59	910.89	935.65
Municipal power	6,211.02	8,210.12	5,792.55	10,830.64	1,634.01	1,531.40
Street light	1,126.98	2,560.55	13,483.59	18,550.07	2,798.75	2,535.51
Rural						
Miscellaneous	890.08	162.32				14.85
Total	78,841.50	59,083.53	127,634.38	157,845.64	14,482.64	13,564.19
EXPENSES						
Power purchased	68,979.18	55,301.30	50,073.13	81,658.93	3,407.88	4,767.05
Substation operation			5,960.90	5,749.93		
Substation maintenance						
Distribution system, operation and maintenance	4,559.34	6,323.19	12,235.05	9,962.42	1,975.25	2,642.54
Line transformer maintenance			754.50	1,233.98		
Meter maintenance			2,354.79	3,365.91		
Consumers' premises expenses						
Street light, operation and maintenance	742.66	450.30	7,822.97	6,914.59	624.80	404.45
Promotion of business						
Billing and collecting			3,745.53	4,231.72		
Gen. office—salaries and exp.	3,175.68	2,647.06	5,670.01	6,223.73	1,231.28	1,342.60
Undistributed expenses		21.89	4,430.58	5,051.67		
Interest			7,362.84	12,958.19	486.60	407.97
Sinking fund and principal payments on debentures	169.43	177.90	10,351.55	14,762.26	1,031.91	1,083.51
Total expenses	77,626.29	64,921.64	110,761.85	152,113.33	8,757.72	10,648.12
Gross surplus	1,215.21		16,872.53	5,732.31	5,724.92	2,916.07
Gross loss		5,838.11				
Depreciation charge	2,354.00	1,624.00	12,539.50	7,448.00	708.00	448.00
Net surplus			4,333.03		5,016.92	2,468.07
Net loss	1,138.79	7,462.11		1,715.69		

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Norwich xb 1,307		Oil Springs 491		Otterville Police Vil. xa		Palmerston xb 1,780	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
4,824.49	5,209.87	701.04	795.54	1,421.89	1,446.48	5,035.03	5,419.45
2,235.71	2,436.17	503.46	527.91	760.53	717.09	4,736.84	4,110.84
1,935.35	1,721.26	6,970.28	12,387.37	1,401.36	1,313.67	3,504.55	4,432.81
1,087.64	705.33	.....	.....	.....	75.00	1,077.14	1,247.11
1,667.26	1,771.62	496.65	587.90	324.00	330.00	1,740.00	1,746.75
10,764.22	11,387.21	.....	.....	.....	.....	.....	.....
.....	.....	369.40	1,023.68	.....	.....	1,412.39	163.57
22,514.67	23,231.46	9,040.83	15,322.40	3,907.78	3,882.24	17,505.95	17,120.53
8,950.13	9,792.37	5,245.21	8,308.45	1,661.26	1,944.01	6,845.88	8,734.65
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
1,513.13	2,265.63	626.85	1,292.69	59.77	163.37	461.42	512.40
.....	97.43	.....	.....	.....	.....	.....	.....
346.74	138.15	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
209.61	277.39	58.31	36.64	21.29	60.54	191.45	202.32
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
1,296.95	1,354.27	182.79	325.97	271.95	373.89	1,181.06	2,050.19
5,003.61	5,323.53	.....	65.00	.....	.....	.....	.....
328.90	156.50	597.79	964.42	139.74	87.46	823.55	123.66
314.80	330.54	343.20	581.27	163.70	173.53	1,194.45	1,252.72
17,963.87	19,735.81	7,054.15	11,574.44	2,317.71	2,802.80	10,697.81	12,875.94
4,550.80	3,495.65	1,986.68	3,747.96	1,590.07	1,079.44	6,908.14	4,244.59
.....	.....	.....	.....	.....	.....	.....	.....
2,970.00	1,706.00	628.00	400.00	286.00	180.00	1,015.00	672.00
1,580.80	1,789.65	1,358.68	3,347.96	1,304.07	899.44	5,793.14	3,572.59
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Paris		Parkhill		Petrolia	
Population	4,400		1,201		2,911	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	9,368.93	11,791.12	3,049.70	3,443.03	7,786.04	7,797.98
Commercial light	4,532.48	4,670.02	2,243.54	1,974.60	6,246.63	6,108.86
Commercial power	15,619.82	14,518.55	617.93	606.36	21,483.70	19,958.48
Municipal power	1,225.00	1,225.00	568.42	551.03	.....	.....
Street light	4,515.00	5,609.40	2,490.00	2,154.19	3,493.36	3,518.28
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	841.12	.....	.....	847.25	1,008.96
Total	35,261.23	38,655.21	8,969.59	8,729.21	39,856.98	38,392.56
EXPENSES						
Power purchased	15,186.57	21,786.10	3,735.92	4,031.83	18,139.05	21,622.31
Substation operation	1,397.27	1,253.51	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	225.35	.....
Distribution system, operation and maintenance	2,327.29	2,656.46	121.57	57.83	1,148.57	984.85
Line transformer maintenance	.....	24.82	.....	.....	502.72	357.21
Meter maintenance	134.12	86.90	.....	.....	165.28	72.79
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	769.98	736.13	143.62	125.46	323.87	609.36
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	470.00	334.15	.....	.....	.....	.....
Gen. office—salaries and exp.	1,118.56	1,166.15	350.60	385.91	3,846.35	3,481.87
Undistributed expenses	436.32	1,106.84	.....	.....	1,337.70	1,646.19
Interest	2,021.32	2,116.75	1,105.49	629.85	2,622.04	2,182.13
Sinking fund and principal payments on debentures	4,374.73	4,456.09	366.61	386.76	1,146.32	1,211.94
Total expenses	28,236.16	35,723.90	5,823.81	5,617.64	29,457.25	32,168.65
Gross surplus	7,025.07	2,931.31	3,145.78	3,111.57	10,399.73	6,223.91
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	4,178.00	2,825.00	670.00	388.00	2,808.00	1,650.00
Net surplus	2,847.07	106.31	2,475.78	2,723.57	7,591.73	4,573.91
Net loss	.....	.....	.....	.....	.....	.....

xa Operated by Municipal Council.
a Fourteen months' operation.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Plattsville Police Vil. xa		Port Colborne 3,123		Port Credit xa 1,119		Port Dalhousie 1,424		Pt. Dover a 1,380
1921	1922	1921	1922	1921	1922	1921	1922	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,066.62	1,283.04	8,220.47	9,496.22	3,878.10	4,220.61	5,134.11	6,376.33	2,069.83
706.15	790.79	5,125.80	4,990.40	1,479.06	1,786.91	1,018.97	1,162.77	2,075.46
302.26	222.29	3,564.43	7,602.88	1,536.81	1,525.24	1,054.38	1,758.66	261.85
.....	.....	816.75	.....	.....	.....	.....	.....	.....
555.00	555.00	1,731.75	2,153.25	1,100.00	1,122.00	1,442.00	1,442.00	3,183.00
.....	.....	.....	.....	.....	.....	.....	1,121.65	.....
3.70	4.02	822.25	635.62	.....	.....	.....	.....	.....
2,633.73	2,855.14	20,281.45	24,878.37	7,993.97	8,654.76	8,649.46	11,861.41	7,590.14
2,394.50	2,672.45	6,724.89	12,157.82	3,348.13	5,490.20	2,908.23	4,922.70	3,754.92
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
127.84	82.42	1,224.60	1,152.39	398.18	226.72	2,384.22	1,488.87	164.53
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
65.26	61.13	.....	261.33	204.28	41.15	159.77	240.80	226.47
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
157.29	104.07	3,511.71	3,566.84	850.56	736.97	794.30	861.81	228.69
.....	.....	.....	343.00	.....	.....	.....	.....	.....
211.24	264.67	2,382.60	3,200.68	217.11	131.15	675.42	770.75	1,478.80
105.63	110.92	1,210.27	1,603.04	262.58	276.68	464.46	674.67	605.12
3,061.76	3,295.66	15,054.07	22,285.10	5,280.84	6,902.87	7,386.40	8,959.60	6,458.53
.....	.....	5,227.38	2,593.27	2,713.13	1,751.89	1,263.06	2,901.81	1,131.61
428.03	440.52	.....	.....	.....	.....	.....	.....	.....
244.00	161.00	1,892.00	1,093.00	765.94	203.00	649.00	467.00	527.00
.....	.....	3,335.38	1,500.27	1,947.19	1,548.89	614.06	2,434.81	604.61
672.03	601.52	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA
SYSTEM—Continued

Municipality	Port Stanley xa		Preston xb		Princeton Police Vil. xa	
Population	717		5,547			
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	6,558.51	7,306.84	15,234.56	19,038.45	1,223.37	1,527.18
Commercial light	1,608.99	1,881.49	8,008.17	9,203.81	393.41	469.37
Commercial power	4,643.48	5,120.64	31,385.77	37,541.97	.....	.....
Municipal power	700.55	599.91	780.00	1,135.78	.....	.....
Street light	1,729.05	1,791.88	3,307.32	5,135.96	400.00	400.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	34.70	200.78	477.14	.....	.....
Total	15,240.58	16,735.46	58,916.60	72,533.11	2,016.78	2,396.55
EXPENSES						
Power purchased	8,105.86	9,449.46	35,661.24	48,806.29	1,543.22	1,480.78
Substation operation	.....	.....	4,605.57	3,875.00	.....	.....
Substation maintenance	.....	.....	521.83	970.81	.....	.....
Distribution system, operation and maintenance	1,046.04	802.80	3,191.53	3,175.48	60.23	161.33
Line transformer maintenance	.....	.....	180.15	381.07	.....	.....
Meter maintenance	.....	.....	181.72	553.74	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	500.26	298.27	342.60	307.97	18.99	24.15
Promotion of business	.....	.....	39.78	.....	.....	.....
Billing and collecting	.....	.....	2,001.82	1,263.67	.....	.....
Gen. office—salaries and exp.	2,239.22	1,851.54	2,594.05	1,482.32	124.71	63.45
Undistributed expenses	47.85	.....	2,008.63	2,095.99	.....	.....
Interest	582.34	722.84	3,309.31	4,434.75	178.37	170.41
Sinking fund and principal payments on debentures	457.37	480.25	4,354.12	4,604.27	71.61	75.18
Total expenses	12,978.94	13,605.16	58,992.35	71,951.36	1,997.13	1,975.30
Gross surplus	2,261.64	3,130.30	.....	581.75	19.65	421.25
Gross loss	.....	.....	75.75	.....	.....	.....
Depreciation charge	1,157.00	798.00	5,452.00	3,922.00	144.00	98.00
Net surplus	1,104.64	2,332.30	.....	.....	.....	323.25
Net loss	.....	.....	5,527.75	3,340.25	124.35	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Queenston Police Vil. xa		Ridgetown xb 2,267		Riverside 3,000	Rockwood P.V. xa		Rodney 756	
1921	1922	1921	1922	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
468.56	996.25	4,524.10	4,308.72	3,298.22	1,799.39	1,939.72	1,849.15	1,897.70
90.49	159.43	3,401.55	3,164.42	320.09	584.02	550.71	1,548.45	1,362.47
433.50	591.09	5,385.74	5,509.07	312.30	2,056.68	1,434.38	1,427.43	1,343.34
.....	.....	815.15	840.66	.....	.....	.....	.....	.....
406.00	627.80	2,371.59	2,252.04	.....	708.21	788.06	1,187.50	1,048.47
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	29.45	840.83	2,058.09	.....	.....	.....	20.96	.....
1,398.55	2,404.02	17,338.96	18,133.00	3,930.61	5,148.30	4,712.87	6,033.49	5,651.98
413.07	803.00	8,006.37	8,818.85	2,848.49	2,982.79	2,593.52	2,522.47	3,026.40
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
9.00	77.35	1,891.98	1,743.29	569.48	102.33	83.97	193.72	189.79
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
3.00	27.55	245.32	483.25	.....	46.98	122.57	165.61	126.82
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
226.65	258.11	885.39	882.99	548.80	305.40	416.53	342.30	252.46
.....	.....	.....	383.66	.....	.....	11.21	.....	.....
172.70	613.40	477.76	275.37	.....	342.65	54.59	385.76	327.22
.....	217.48	896.68	943.30	.....	.....	.....	145.36	153.36
823.92	1,996.89	12,403.50	13,530.71	3,966.77	3,780.15	3,282.39	3,754.22	4,076.05
574.63	407.13	4,935.46	4,602.29	.....	1,368.15	1,430.48	2,279.27	1,575.93
.....	.....	.....	.....	36.16	.....	.....	.....	.....
.....	167.00	1,043.00	654.00	.....	410.00	276.00	434.00	266.00
574.63	240.13	3,892.46	3,948.29	.....	958.15	1,154.48	1,845.27	1,309.93
.....	.....	.....	.....	36.16	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA
SYSTEM—Continued

Municipality Population	St. Catharines 20,961		St. George P.V. xa		St. Clair a Beach 82	St. Jacobs P.V. xa	
Year	1921	1922	1921	1922	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	55,560.41	59,603.93	1,312.39	1,608.26	113.46	989.14	1,258.71
Commercial light	10,321.67	11,409.66	656.56	719.97	504.81	524.38	456.62
Commercial power	54,947.24	66,583.84	2,029.88	2,151.07	66.64	2,303.05	1,136.57
Municipal power							
Street light	15,135.22	18,151.15	396.00	396.00		513.00	480.00
Rural			188.47	205.87			
Miscellaneous	1,561.06	1,223.73					
Total	137,525.60	156,972.31	4,583.30	5,081.17	684.91	4,329.57	3,331.90
EXPENSES							
Power purchased	49,991.59	91,162.89	3,025.92	2,623.33	639.99	2,775.48	2,123.77
Substation operation	3,722.55	2,998.53					
Substation maintenance	1,323.65	478.49					
Distribution system, operation and maintenance	14,662.84	12,156.68	206.55	203.01	44.63	27.07	52.20
Line transformer maintenance	1,516.69	848.83					
Meter maintenance	2,071.82	1,554.65					
Consumers' premises expenses							
Street light, operation and maintenance	4,971.80	4,488.78	48.75	72.95		108.91	59.65
Promotion of business	2,502.77	898.84					
Billing and collecting	4,596.63	4,417.28					
Gen. office—salaries and exp.	6,004.48	9,810.82	320.23	404.77	36.40	265.61	283.64
Undistributed expenses	2,424.56	2,949.39					
Interest	12,733.94	12,746.32	106.15	8.42		163.21	125.70
Sinking fund and principal payments on debentures	6,233.89	6,434.58	114.22	120.50		202.09	213.19
Total expenses	112,757.21	150,946.08	3,821.82	3,432.98	721.02	3,542.37	2,858.15
Gross surplus	24,768.39	6,026.23	761.48	1,648.19		787.20	473.75
Gross loss					36.11		
Depreciation charge	14,403.50	9,297.00	281.00	177.00		256.00	160.00
Net surplus	10,364.89		480.48	1,471.19		531.20	313.75
Net loss		3,270.77			36.11		

a Four months' operation.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

St. Marys xb 4,039		St. Thomas 17,892		Sarnia 14,905		Scarboro Township xb	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
12,479.26	15,043.43	41,410.99	48,664.67	51,857.64	57,975.10	13,932.01	20,438.77
5,952.89	6,097.33	21,113.52	25,144.74	29,269.89	24,663.65	943.89	83.13
21,334.52	20,232.86	41,853.58	47,635.99	90,166.93	92,054.18	3,920.18	6,439.46
1,551.33	1,572.74	8,902.33	10,708.67	.....	.....	.....	3,842.33
3,833.40	3,875.66	14,327.96	14,406.23	12,717.98	12,238.49	1,978.98	2,794.00
.....	.....	3,361.78	3,914.71	9,410.96	9,009.25	.....	.....
814.59	769.41	31.20	186.48	4,155.41	2,916.15	.....	.....
45,965.99	47,591.43	131,001.36	150,661.49	197,578.81	198,856.82	22,774.16	33,597.69
28,024.07	29,892.70	62,070.55	84,689.06	86,888.58	113,844.26	5,749.72	9,742.20
1,348.86	1,358.43	5,655.23	5,953.73	6,201.47	7,104.17	.....	.....
119.39	30.56	645.36	426.09	454.50	852.48	.....	.....
822.96	1,708.68	4,350.18	5,804.06	4,569.88	5,688.97	2,475.73	5,635.55
725.95	111.99	445.70	261.30	1,534.22	823.12	.....	.....
202.13	295.27	485.62	452.11	330.15	1,470.01	.....	.....
.....	.....	24.41	.....	.....	.....	.....	.....
675.44	922.36	3,716.27	2,669.89	4,236.01	3,917.76	473.03	321.18
.....	.....	.....	900.00	.....	.....	.....	.....
285.62	284.98	3,816.25	4,636.47	3,939.02	4,049.26	.....	.....
2,026.57	2,314.72	4,737.99	5,730.59	7,554.99	7,197.89	1,671.96	1,877.45
516.38	960.15	10,683.88	20,780.18	8,212.40	7,709.12	.....	.....
1,387.68	2,428.35	281.34	.....	15,186.22	15,921.14	4,652.00	5,329.24
2,332.21	2,824.99	5,197.45	5,107.51	9,357.95	9,911.86	1,193.73	1,271.32
38,467.26	43,133.18	102,110.23	137,410.99	148,465.39	178,490.04	16,216.17	24,176.94
7,498.73	4,458.25	28,891.13	13,250.50	49,113.42	20,366.78	4,557.99	9,420.75
.....	.....	.....	.....	.....	.....	.....	.....
4,264.12	2,914.47	12,282.00	9,325.00	12,937.00	9,662.00	2,995.00	2,195.00
2,234.61	1,543.78	16,609.13	3,925.50	36,176.42	10,704.78	1,562.99	7,225.75
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Seaforth		Simcoe		Springfield	
Population	1,950		3,951		432	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	5,870.40	6,631.66	3,446.47	4,194.50	1,110.81	1,216.56
Commercial light	3,610.84	3,567.85	4,967.07	5,631.93	574.12	589.43
Commercial power	9,993.15	8,829.97	3,382.32	5,379.11	528.69	701.33
Municipal power	.....	.....	748.07	781.15	.....	.....
Street light	1,688.00	1,702.00	3,266.32	2,846.65	800.00	800.00
Rural	.....	.....	.....	.....	44.64	.....
Miscellaneous	222.00	.....	.....	.....	.....	.....
Total	21,384.39	20,731.48	15,810.25	18,833.34	3,058.26	3,307.32
EXPENSES						
Power purchased	13,632.26	14,096.09	7,775.63	10,185.70	1,908.46	1,466.83
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	1,769.61	2,614.23	1,494.36	2,331.49	75.62	209.70
Line transformer maintenance	.....	.....	267.70	3.71	.....	.....
Meter maintenance	.....	.....	9.30	102.52	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	261.02	147.73	274.51	584.66	29.67	72.27
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	972.79	1,257.69	843.63	873.46	252.95	244.94
Undistributed expenses	.....	87.67	.....	67.23	.....	.....
Interest	418.17	626.66	1,318.11	1,481.20	235.08	160.07
Sinking fund and principal payments on debentures	634.44	445.75	.....	803.30	483.18	507.35
Total expenses	17,688.29	19,275.82	11,983.24	16,433.27	2,984.96	2,661.16
Gross surplus	3,696.10	1,455.66	3,827.01	2,400.07	73.30	646.16
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	2,178.00	1,445.00	1,824.00	1,326.00	.....	.....
Net surplus	1,518.10	10.66	2,003.01	1,074.07	73.30	646.16
Net loss	.....	.....	.....	.....	.....	.....

a Included in Domestic Light. b Four months' operation.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Stamford Township xa		Stratford xb 17,611		Strathroy xb 2,627		Tavistock xb 1,003		Tecumseh b 1,019
1921	1922	1921	1922	1921	1921	1921	1922	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
10,340.84	15,246.07	50,918.45	64,796.40	7,927.50	9,019.42	2,184.08	3,131.34	1,325.94
a	365.04	19,459.85	21,947.00	5,436.85	5,685.75	1,069.87	1,129.37	541.16
6,937.46	11,241.10	27,094.99	26,267.36	11,655.19	11,677.99	8,511.76	6,561.36	15.15
.....	.....	5,941.66	6,351.75	1,490.05	1,258.07	82.02	65.58	.....
1,174.00	3,894.33	14,455.97	15,380.61	3,305.06	2,884.65	1,374.93	1,325.32	60.00
.....	.....	2,711.62	2,470.14	.....	.....	.....	.....	.....
4.04	.....	751.85	9,018.04	107.93	1,541.78	98.58	402.55	.....
19,026.34	30,746.54	121,334.39	146,231.30	20,922.58	32,067.66	13,321.24	12,615.52	1,942.25
6,834.11	10,223.48	60,191.16	91,578.37	14,031.07	17,374.34	8,885.93	9,659.95	1,606.21
.....	.....	3,840.00	3,840.75	.....	.....	.....	.....	.....
.....	.....	929.90	808.02	.....	.....	.....	.....	.....
3,530.30	3,412.95	4,946.61	4,448.96	1,154.35	819.73	198.22	496.67	354.02
.....	.....	575.39	647.15	.....	.....	.....	.....	.....
.....	.....	573.32	1,009.22	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
249.89	458.85	7,207.12	3,728.97	1,092.33	831.66	188.53	242.23	48.03
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,535.07	3,674.83	.....	.....	.....	.....	.....
1,026.22	4,640.19	1,565.83	3,657.41	3,859.33	3,594.88	596.64	484.04	436.80
579.50	600.00	3,592.44	5,927.50	.....	.....	.....	.....	.....
3,082.46	5,008.77	10,676.98	12,202.41	1,561.13	1,067.91	.....	.....	592.08
1,398.95	2,298.44	4,002.36	5,722.36	1,848.01	1,678.65	109.77	115.26	.....
16,701.43	26,642.68	101,636.18	137,245.95	23,546.22	25,367.17	9,979.09	10,998.15	3,037.14
2,324.91	4,103.86	19,698.21	8,985.35	6,376.36	6,700.49	3,342.15	1,617.37	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,994.89
2,237.00	1,748.00	14,275.00	11,188.00	2,500.00	1,631.00	515.00	334.00	.....
87.91	2,355.86	5,423.21	.....	3,876.36	5,069.49	2,827.15	1,283.37	.....
.....	.....	.....	2,202.65	.....	.....	.....	.....	1,094.89

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality Population	Thamesford P.V. xa		Thamesville xa 817		Thedford a 583	Thorndale P.V. xa	
Year	1921	1922	1921	1922	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	1,127.26	1,274.53	2,907.81	3,030.28	1,027.74	989.21	1,056.69
Commercial light	1,003.40	1,228.33	2,578.52	2,179.75	686.87	743.97	668.49
Commercial power	4,009.68	4,211.07	2,556.55	3,161.15	365.28	2,102.43	1,838.18
Municipal power							
Street light	532.67	510.00	1,256.85	1,150.40	975.00	416.00	468.00
Rural							
Miscellaneous	11.12	10.30					
Total	6,684.13	7,234.23	9,299.73	9,521.58	3,054.89	4,251.61	4,031.36
EXPENSES							
Power purchased	4,622.18	4,498.92	3,719.25	3,633.36	2,075.89	3,890.74	2,898.67
Substation operation							
Substation maintenance							
Distribution system, operation and maintenance	130.44	311.04	310.84	388.08	111.64	44.12	202.53
Line transformer maintenance							
Meter maintenance							
Consumers' premises expenses							
Street light, operation and maintenance	65.83	51.11	44.79	59.16	34.60	123.49	
Promotion of business							
Billing and collecting							
Gen. office—salaries and exp.	241.16	214.88	385.76	442.95	161.07	126.20	130.51
Undistributed expenses							
Interest	243.85	234.04	507.09	412.18	218.47	179.31	191.95
Sinking fund and principal payments on debentures	227.01	240.18	322.86	337.89	448.55	126.53	133.65
Total expenses	5,530.47	5,550.17	5,290.59	5,273.62	3,050.22	4,490.39	3,557.31
Gross surplus	1,153.66	1,684.06	4,009.14	4,247.96	4.67		474.05
Gross loss						238.78	
Depreciation charge	382.00	252.00	572.00	356.00		197.00	124.00
Net surplus	771.66	1,432.06	3,437.14	3,891.96	4.67		350.05
Net loss						435.78	

xa Operated by Municipal Council.
a Six months' operation.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Thorold 5,243		Tilbury 1,851		Tillsonburg 3,027		Toronto 522,942	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
16,763.65	12,100.76	3,279.86	4,201.29	7,160.17	7,980.94	865,908.45	1,073,539.05
.....	4,986.80	3,457.17	4,265.94	6,679.06	7,177.19	699,144.27	852,286.95
.....	2,590.78	4,745.94	6,203.66	10,084.24	9,916.25	1,236,518.60	1,368,884.30
687.50	.....	.....	437.18	.....	.....	359,397.30	609,712.75
2,040.00	2,263.00	943.75	1,005.00	2,557.94	2,691.70	346,301.69	362,971.60
.....	.....	.....	.....	.....	.....	.....	.....
10.43	.....	21.18	.....	393.68	747.09	80,847.74	71,615.21
19,501.58	21,941.34	12,447.90	16,113.07	26,875.09	28,513.17	3,588,118.05	4,339,009.86
7,050.39	8,991.93	6,101.98	7,582.21	13,359.45	15,610.84	1,111,019.01	1,854,269.16
2,657.85	2,917.26	.....	.....	1,153.67	1,278.13	110,425.19	113,363.22
.....	.....	.....	.....	.....	.....	59,123.32	64,498.05
2,471.37	1,871.85	272.71	63.45	677.99	664.16	124,385.85	128,985.63
.....	.....	.....	.....	130.53	258.07	21,058.29	15,919.89
.....	.....	.....	.....	91.45	19.74	39,288.75	34,648.48
.....	.....	.....	.....	.....	.....	115,953.98	124,163.87
697.70	891.08	98.09	98.64	238.69	359.03	93,621.03	112,834.00
.....	.....	.....	.....	1.20	38.13	68,389.07	100,430.16
.....	.....	.....	.....	661.81	600.95	146,464.52	162,975.42
1,780.02	1,919.68	1,533.06	1,404.05	2,782.79	2,231.81	265,281.14	198,664.58
.....	.....	.....	.....	262.09	384.35	128,889.27	178,065.45
.....	5.91	896.13	795.68	928.00	863.89	451,786.07	474,946.70
.....	.....	335.72	355.85	1,326.66	1,368.11	206,912.83	263,743.93
14,657.33	16,597.71	9,237.69	10,299.88	21,614.33	23,677.21	2,942,598.32	3,827,508.54
4,844.25	5,343.63	3,210.21	5,813.19	5,260.76	4,835.96	645,519.73	511,501.32
.....	.....	.....	.....	.....	.....	.....	.....
2,379.00	1,687.00	609.00	427.00	3,008.00	1,020.00	431,166.42	279,459.94
2,465.25	3,656.63	2,601.21	5,386.19	5,252.76	3,815.96	214,353.31	232,041.38
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA
SYSTEM—Continued

Municipality Population	Toronto Township		Vaughan Township xi		Walkerville s 7,303	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light			1,145.99	1,436.54	41,133.16	60,340.85
Commercial light			234.78	320.49	18,365.76	19,991.66
Commercial power			2,633.87	2,581.59	112,665.36	135,181.47
Municipal power						
Street light			238.00	238.00	4,473.29	6,138.44
Rural	25,042.87	27,068.08	943.75	875.98	s27,300.37	s
Miscellaneous					1,903.75	3,174.19
Total	25,042.87	27,068.08	5,196.39	5,452.60	205,841.71	224,826.61
EXPENSES						
Power purchased	6,629.82	8,862.66	1,775.52	2,194.70	118,454.99	147,552.26
Substation operation					7,459.96	7,529.71
Substation maintenance					133.68	92.91
Distribution system, operation and maintenance	1,909.71	3,513.76	177.09	123.45	4,807.22	3,448.25
Line transformer maintenance					2,095.27	2,334.09
Meter maintenance					2,454.21	1,540.71
Consumers' premises expenses						
Street light, operation and maintenance			33.50	49.96	2,187.10	2,435.05
Promotion of business						
Billing and collecting					5,418.66	8,377.74
Gen. office—salaries and exp.	1,187.97	1,303.60	164.11	358.41	11,599.59	11,442.74
Undistributed expenses					6,652.52	6,474.81
Interest	3,914.72	408.58	2,352.69	2,365.59	10,957.59	12,991.71
Sinking fund and principal payments on debentures	436.55	462.75	233.71	248.90	5,372.43	7,151.27
Total expenses	14,078.77	14,551.35	4,736.62	5,341.01	177,593.22	211,371.25
Gross surplus	10,964.10	12,516.73	459 77	111.59	28,248.49	13,455.36
Gross loss						
Depreciation charge	4,419.00	2,507.00	1,234.00	720.00	11,946.44	5,044.00
Net surplus	6,545.10	10,009.73			16,302.05	8,411.36
Net loss			774.23	608.41		

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
s Includes Sandwich and Ford.
xi Operated by St. Catharines.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Wallaceburg xb 3,912		Wardsville xa 212		Waterdown xa 815		Waterford xa 1,112	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
11,703.39	12,308.24	315.80	794.73	2,353.26	2,488.49	2,957.14	3,190.10
7,363.40	6,886.10	147.66	382.33	664.53	613.00	1,135.31	1,162.48
24,881.34	32,014.91	.....	.....	1,137.73	1,075.13	2,493.18	3,678.35
1,312.11	1,150.80	.....	.....	.....	.....	.....	.....
2,953.30	2,603.96	398.75	870.00	620.00	660.00	1,333.02	1,402.80
.....	.....	.....	.....	3,726.03	4,097.14	885.85	922.89
.....	.....	.....	.....	.....	.....	88.19	185.80
48,213.54	54,964.01	862.21	2,047.06	8,501.55	8,933.76	8,897.68	10,542.42
21,486.10	28,465.30	321.84	1,001.46	3,971.59	4,915.44	4,374.55	5,991.82
105.10	177.15	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
2,390.67	289.75	.....	13.38	260.42	803.37	245.78	502.22
602.02	1,382.57	.....	.....	.....	.....	.....	.....
109.80	181.69	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
754.11	853.95	.....	50.37	137.96	148.62	288.35	236.90
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
4,358.89	5,404.66	52.89	40.00	674.00	673.18	590.24	885.66
909.41	1,667.66	.....	.....	.....	.....	837.58	676.42
3,155.52	2,705.66	65.03	453.65	894.17	910.15	.....	.....
1,403.26	1,484.01	.....	217.48	442.81	466.45	1,285.86	.....
35,274.88	42,612.40	439.76	1,776.34	6,380.95	7,917.21	7,622.36	8,293.02
12,938.66	12,351.61	422.45	270.72	2,120.60	1,016.55	1,275.32	2,249.40
.....	.....	.....	.....	.....	.....	.....	.....
2,784.00	1,746.00	.....	120.00	1,306.00	591.00	592.00	665.00
10,154.66	10,605.61	422.45	150.72	814.60	425.55	683.32	1,584.40
.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Continued

Municipality	Waterloo xd		Watford		Welland	
Population	5,976		1,039		8,880	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	14,931.02	19,267.15	2,873.44	3,118.16	18,307.67	21,657.48
Commercial light	7,125.48	8,090.25	2,620.52	2,880.90	5,955.83	5,827.96
Commercial power	23,198.54	29,144.79	2,808.30	3,227.88	43,112.95	42,586.24
Municipal power	3,683.87	3,963.89				
Street light	5,840.59	6,224.60	1,638.45	1,604.40	6,061.35	7,320.98
Rural	1,716.73				7,886.97	
Miscellaneous		1,431.14	9.27		1,540.82	613.75
Total	56,496.23	68,121.82	9,949.98	10,831.34	82,865.59	78,006.41
EXPENSES						
Power purchased	29,065.23	41,609.43	5,456.37	4,847.36	33,834.50	45,149.19
Substation operation	2,211.59	2,460.08			3,320.56	3,447.10
Substation maintenance	72.86	45.06			377.91	187.41
Distribution system, operation and maintenance	2,178.10	1,386.06	860.96	447.95	3,880.62	1,974.67
Line transformer maintenance	58.04	96.66			480.48	221.11
Meter maintenance	197.35	246.13			299.60	350.03
Consumers' premises expenses						
Street light, operation and maintenance	1,858.76	1,529.23	90.53	202.02	2,411.44	902.70
Promotion of business						
Billing and collecting	1,706.41	1,694.28			963.84	1,023.10
Gen. office—salaries and exp.	5,078.87	4,943.42	492.82	421.92	6,228.91	6,584.47
Undistributed expenses	312.50	448.24			3,075.47	2,822.42
Interest	4,647.33	5,113.54	560.21	464.64	12,696.33	14,726.77
Sinking fund and principal payments on debentures	2,740.29	2,871.85	374.83	395.44	4,122.33	5,073.79
Total expenses	50,127.33	62,443.98	7,835.72	6,779.33	71,691.99	82,462.76
Gross surplus	6,368.90	5,677.84	2,114.26	4,052.01	11,173.60	
Gross loss						4,456.35
Depreciation charge	7,176.87	4,961.73	575.00	362.00	8,555.00	6,322.00
Net surplus		716.11	1,539.26	3,690.01	2,618.60	
Net loss	807.97					10,778.35

a Municipal Railway.
xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xd Hydro, Water and Gas Departments under one Commission.

" C "—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Wellesley Police Vil.		West Lorne [xa] 803		Weston [xb] 3,299		Windsor 38,530	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,065.38	1,218.98	1,630.54	1,707.26	10,086.61	14,808.44	181,822.04	210,050.86
568.02	626.02	1,356.84	1,469.24	2,183.96	2,484.85	99,612.26	103,421.01
4,003.07	4,332.93	6,008.65	6,413.57	17,419.31	25,887.91	133,944.32	199,445.92
.....	.....	.....	.....	1,638.35	1,849.24	12,780.61	15,996.93
741.96	767.14	1,378.73	1,190.04	3,068.22	5,220.67	39,245.57	44,435.25
.....	.....	.....	.....	1,396.86	.....	a 46,458.86	1,488.69
.....	.....	.....	.....	275.22	160.12	.....	.....
6,378.43	6,945.07	10,374.76	10,780.11	36,068.53	50,411.23	513,863.66	574,838.66
4,698.61	5,852.66	5,584.68	7,003.42	22,696.37	36,582.35	203,714.88	288,794.12
.....	.....	.....	.....	.....	.....	33,685.88	31,628.24
.....	.....	.....	.....	.....	.....	6,695.91	6,488.24
246.20	202.08	129.36	82.32	3,667.95	5,798.25	28,671.51	20,959.71
.....	.....	.....	.....	.....	.....	9,077.10	2,201.50
.....	.....	.....	.....	.....	.....	4,762.13	3,553.29
.....	.....	.....	.....	.....	.....	3,729.92	5,551.36
41.00	170.32	87.66	147.53	312.61	484.98	26,591.19	22,810.02
.....	.....	.....	.....	.....	.....	210.96	880.18
.....	.....	.....	.....	.....	.....	18,122.37	20,534.47
485.75	500.70	652.51	690.24	2,371.63	2,743.41	18,514.01	21,793.37
.....	.....	.....	.....	73.00	.....	23,639.73	10,199.33
326.49	267.56	380.19	225.12	858.50	587.73	31,057.60	46,296.78
242.82	272.84	127.76	135.41	385.27	789.81	20,873.74	19,719.42
6,040.87	7,266.16	6,962.16	8,284.04	30,365.33	46,986.53	429,346.93	501,410.03
337.56	.....	3,412.60	2,496.07	5,703.20	3,424.70	84,516.73	73,428.63
.....	321.09	.....	.....	.....	.....	.....	.....
330.00	218.00	474.00	283.00	3,812.00	2,546.00	23,440.00	20,004.00
7.56	.....	2,938.60	2,213.07	1,891.20	878.70	61,076.73	53,424.63
.....	539.09	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

NIAGARA SYSTEM—Concluded

Municipality	Woodbridge		Woodstock xb	
Population	679		10,164	
Year	1921	1922	1921	1922
EARNINGS				
	$ c.	$ c.	$ c.	$ c.
Domestic light	1,296.84	1,538.54	25,130.13	32,422.51
Commercial light	748.34	854.75	15,988.83	19,033.09
Commercial power	3,411.24	3,945.84	25,836.54	30,539.85
Municipal power			2,518.93	2,473.07
Street light	916.00	825.00	6,772.97	6,712.08
Rural	66.93	79.65		
Miscellaneous	5.69		1,646.38	1,652.88
Total	6,445.04	7,243.78	77,893.78	92,833.48
EXPENSES				
Power purchased	3,802.81	4,612.47	40,036.09	58,480.15
Substation operation			278.78	2,565.46
Substation maintenance			2,467.95	398.60
Distribution system, operation and maintenance	186.22	348.48	2,576.12	6,318.78
Line transformer maintenance				
Meter maintenance			982.17	403.21
Consumers' premises expenses				
Street light, operation and maintenance	128.25	205.64	1,327.82	1,188.67
Promotion of business				
Billing and collecting			2,885.06	3,229.53
Gen. office—salaries and exp.	385.34	416.60	4,026.69	3,590.11
Undistributed expenses			1,698.09	3,464.75
Interest	263.64	101.24	2,848.84	3,168.23
Sinking fund and principal payments on debentures	153.37	161.80	1,590.60	1,590.60
Total expenses	4,919.63	5,846.23	60,718.21	84,398.09
Gross surplus	1,525.41	1,397.55	17,175.57	8,435.39
Gross loss				
Depreciation charge	598.00	403.00	8,752.00	6,414.00
Net surplus	927.41	994.55	8,423.57	2,021.39
Net loss				

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Wyoming xa 489		Zurich Police Village xa		NIAGARA SYSTEM SUMMARY	
1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,550.65	1,696.84	954.55	1,062.95	2,536,647.29	3,074,918.02
1,226.83	1,218.89	1,009.12	1,132.66	1,449,932.22	1,697,884.42
747.17	628.67	2,343.29	2,172.10	3,185,841.06	3,603,839.99
.....	.....	.....	.....	551,937.51	860,294.98
960.00	960.00	975.00	900.00	824,086.75	903,548.16
.....	.....	.....	.....	141,205.05	100,413.36
.....	.....	.....	.....	214,769.34	167,016.90
4,484.65	4,504.40	5,281.96	5,267.71	8,904,419.22	10,407,875.83
2,091.69	2,409.63	4,001.87	3,517.11	3,739,893.93	5,456,782.63
.....	.....	.....	.....	265,965.88	270,704.75
.....	.....	.....	.....	88,729.52	92,474.92
126.21	160.11	18.33	52.48	365,628.16	395,931.92
.....	.....	.....	.....	58,093.74	45,734.42
.....	.....	.....	.....	97,677.50	88,439.19
.....	.....	.....	.....	134,845.71	143,388.88
231.64	162.54	91.38	83.26	236,217.38	237,511.53
.....	.....	.....	.....	90,627.02	119,289.10
.....	.....	.....	.....	274,319.23	292,533.72
285.27	331.18	311.22	302.17	549,415.22	502,128.42
.....	.....	.....	.....	279,226.33	342,859.98
550.71	548.21	141.04	60.16	820,414.08	890,579.31
370.98	393.30	91.79	96.83	430,364.84	523,072.44
3,656.50	4,004.97	4,655.63	4,112.01	7,431,418.54	9,401,431.21
828.15	499.43	626.33	1,155.70	1,473,000.68	1,006,444.62
.....	.....	.....	.....	.....	.....
400.00	246.00	276.00	167.00	892,890.83	600,114.20
428.15	253.43	350.33	988.70	580,109.85	406,330.42
.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

SEVERN SYSTEM

Municipality / Population	Alliston 1,321		Barrie xb 6,888		Beeton 586	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	5,253.63	5,554.85	16,926.24	19,647.34	1,753.33	2,107.96
Commercial light	3,375.50	3,239.50	8,227.70	9,191.01	1,242.18	1,408.90
Commercial power	2,982.43	1,285.05	8,665.13	9,125.77	4,507.27	3,802.85
Municipal power	584.76	511.14	1,930.02	1,345.73	.....	.....
Street light	1,998.00	1,998.00	3,919.31	3,841.29	1,240.00	1,240.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	174.00	5,252.73	4,701.81	.....	.....
Total	14,194.32	12,762.54	44,921.13	47,852.95	8,742.78	8,559.71
EXPENSES						
Power purchased	8,947.66	6,105.99	27,450.40	25,093.01	7,233.30	5,354.76
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	893.86	813.81	1,011.43	1,698.86	48.07	31.09
Line transformer maintenance	.....	.....	244.42	708.62	.....	.....
Meter maintenance	.....	.....	771.14	1,416.02	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	239.18	176.08	1,250.49	735.52	100.44	5.30
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	895.88	778.11	3,519.03	4,056.60	319.11	280.07
Undistributed expenses	.....	.....	1,071.89	1,619.56	.....	.....
Interest	2,978.74	2,879.69	1,488.40	1,400.10	984.94	887.69
Sinking fund and principal payments on debentures	665.04	707.17	1,988.53	2,076.83	248.91	261.36
Total expenses	14,620.36	11,460.85	38,795.73	38,805.12	8,934.77	6,820.27
Gross surplus	.....	1,301.69	6,125.40	9,047.83	.....	1,739.44
Gross loss	426.04	.....	.....	.....	191.99	.....
Depreciation charge	1,364.00	800.00	4,486.00	2,738.00	604.00	352.00
Net surplus	.....	501.69	1,639.40	6,309.83	.....	1,387.44
Net loss	1,790.04	.....	.....	.....	795.99	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Bradford 1,028		Coldwater 647		Collingwood 6,237		Cookstown Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,522.29	3,032.09	1,705.16	1,959.10	16,194.56	18,019.16	1,797.47	1,965.07
1,822.52	1,844.21	1,306.92	1,415.30	8,511.75	9,843.69	705.24	700.17
1,310.02	1,370.88	2,079.61	2,575.81	16,818.64	26,714.07	1,890.50	1,270.01
.....	.....	.....	.....	1,891.99	2,185.06	.....	.....
1,481.00	1,474.20	616.00	616.00	3,999.16	4,045.00	1,123.40	1,121.40
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	69.72	422.88	.....	.....
7,136.53	7,721.38	5,707.69	6,566.21	47,485.82	61,229.86	5,516.61	5,056.65
6,054.39	4,876.40	3,087.48	2,738.94	44,861.16	42,013.01	3,317.35	2,185.33
.....	.....	.....	.....	3.40	27.10	.....	.....
.....	.....	.....	.....	4.95	.....	.....	.....
219.85	462.35	477.34	462.85	1,069.38	1,102.88	225.27	123.12
.....	.....	.....	.....	7.96	35.96	.....	.....
.....	.....	.....	.....	78.79	7.61	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
143.83	64.26	28.12	46.32	352.93	550.32	229.65	19.44
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,953.40	1,819.73	.....	.....
412.03	299.24	161.71	163.36	3,336.97	3,286.74	157.02	341.08
.....	.....	.....	.....	459.57	219.44	.....	.....
1,517.19	1,259.83	459.59	363.25	510.08	28.25	893.16	784.06
204.85	218.16	140.58	148.31	1,575.38	1,652.38	132.92	141.56
8,552.14	7,180.24	4,384.82	3,923.03	54,213.97	50,743.42	4,955.27	3,594.59
.....	541.14	1,322.87	2,643.18	.....	10,486.44	561.34	1,262.06
1,415.61	.....	.....	.....	6,728.15	.....	.....	.....
765.00	452.00	518.00	356.00	3,924.00	2,750.00	517.00	302.00
.....	89.14	804.87	2,287.18	.....	7,736.44	44.34	1,160.06
2,180.61	.....	.....	.....	10,652.15	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

SEVERN
SYSTEM—Continued

Municipality	Creemore xa		Elmvale Police Vil. xa		Midland xb	
Population	540				7,022	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	1,808.03	1,811.54	1,491.09	1,628.91	20,140.29	22,913.75
Commercial light	1,683.94	1,506.73	1,501.27	1,437.30	8,618.18	9,754.04
Commercial power	1,422.65	1,425.85	4,239.56	3,796.04	20,964.55	28,269.10
Municipal power	.....	.....	.....	.....	1,500.00	2,971.44
Street light	823.79	880.08	756.00	756.00	4,506.00	4,743.50
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....	367.00	.....
Total	5,738.31	5,624.20	7,987.92	7,618.25	56,096.02	68,651.83
EXPENSES						
Power purchased	3,494.32	3,125.57	5,730.10	4,666.77	33,310.92	36,557.58
Substation operation	.....	.....	.....	.....	1,767.89	1,900.29
Substation maintenance	.....	.....	.....	.....	218.63	151.40
Distribution system, operation and maintenance	214.14	27.29	458.61	671.39	1,528.01	1,549.50
Line transformer maintenance	.....	.....	.....	.....	87.58	36.63
Meter maintenance	.....	.....	.....	.....	142.40	259.26
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	78.40	81.61	69.81	155.66	453.37	324.24
Promotion of business	.....	.....	.....	.....	.....	95.77
Billing and collecting	.....	.....	.....	.....	532.10	831.11
Gen. office—salaries and exp.	134.06	173.20	297.32	337.89	3,287.55	2,810.41
Undistributed expenses	.....	.....	.....	.....	480.99	1,023.21
Interest	242.05	150.26	262.59	158.17	4,643.45	2,681.54
Sinking fund and principal payments on debentures	250.64	265.68	155.66	163.46	2,554.45	2,686.51
Total expenses	4,413.61	3,823.61	6,974.09	6,153.34	49,007.34	50,907.45
Gross surplus	1,324.70	1,800.59	1,013.83	1,464.91	7,088.68	17,744.38
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	387.00	241.00	547.00	350.00	5,664.00	3,785.00
Net surplus	937.70	1,559.59	466.83	1,114.91	1,424.68	13,959.38
Net loss	.....	.....	.....	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Penetang xb 3,920		Port McNicoll xa 576		Stayner 1,004		Thornton Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
6,714.63	7,403.45	1,879.68	2,204.69	2,534.35	2,707.30	688.24	786.81
3,798.95	3,772.70	692.07	964.67	2,301.30	2,246.55	306.20	330.93
17,779.06	17,653.87	109.77	98.90	3,006.88	2,433.27	.....	.....
1,866.14	2,175.69	.....	.....	.....	.....	.....	.....
2,566.00	2,561.00	570.00	570.00	1,008.00	1,192.00	577.50	708.75
.....	.....	.....	.....	.....	.....	.....	.....
19.85	32.74	.....	.....	.....	.....	.....	.....
32,744.63	33,599.45	3,251.52	3,658.26	8,850.53	8,579.12	1,571.94	1,826.49
22,367.18	18,990.08	1,541.88	1,108.48	5,307.43	4,523.72	1,420.00	1,094.43
1,110.75	1,199.87	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
381.19	376.85	131.60	102.10	494.20	277.72	16.77	36.08
258.71	174.98	.....	.....	.....	.....	.....	.....
79.93	34.60	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
418.68	215.17	45.34	95.13	10.33	202.14	36.97	.....
.....	.....	.....	.....	.....	.....	.....	.....
254.00	266.90	.....	.....	.....	.....	.....	.....
2,077.72	1,557.93	239.97	125.91	327.62	230.94	79.12	77.28
.....	1,063.86	.....	.....	26.73	.....	.....	.....
1,617.65	1,113.65	611.91	508.23	638.16	465.24	465.25	588.49
866.05	905.89	181.90	252.04	539.48	571.85	211.24	137.46
29,431.86	25,899.78	2,752.60	2,191.89	7,343.95	6,271.61	2,229.35	1,933.74
3,312.77	7,699.67	498.92	1,466.37	1,506.58	2,307.51	.....	.....
.....	.....	.....	.....	.....	.....	657.41	107.25
2,968.00	1,984.00	340.00	202.00	686.00	433.00	312.00	181.00
344.77	5,715.67	158.92	1,264.37	820.58	1,874.51	.....	.....
.....	.....	.....	.....	.....	.....	98.41	288.25

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

SEVERN SYSTEM—Concluded

Municipality Population	Tottenham xa 512		Victoria Harbor xa 1,485		Waubaushene P.V. xa	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	2,181.09	2,479.22	1,593.60	1,943.27	1,324.12	1,368.50
Commercial light	1,335.34	1,445.59	1,607.34	1,769.22	640.36	557.83
Commercial power	146.42	518.15	.....	.....	112.73	167.97
Municipal power	71.15	97.44	.....	.....	.....	.....
Street light	1,029.00	1,225.00	680.00	671.00	360.00	420.00
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....	.....	.....
Total	4,763.00	5,765.40	3,880.94	4,383.49	2,437.21	2,514.30
EXPENSES						
Power purchased	4,183.18	3,492.24	2,120.97	1,821.92	1,256.89	913.50
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	289.81	266.99	358.13	195.62	6.50	17.26
Line transformer maintenance	.....	.....	.....	.....	.....	36.46
Meter maintenance	.....	.....	.....	.....	.....	11.25
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	117.01	111.77	64.22	23.02	26.00	11.03
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	145.21	91.07	420.98	380.04	307.81	270.65
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	735.63	756.63	281.95	218.51	178.26	150.91
Sinking fund and principal payments on debentures	564.99	582.17	243.63	257.04	127.32	134.97
Total expenses	6,035.83	5,300.87	3,489.88	2,896.15	1,902.78	1,546.03
Gross surplus	.....	464.53	391.06	1,487.34	534.43	968.27
Gross loss	1,272.83	.....	.....	.....	.....	.....
Depreciation charge	437.00	256.00	352.00	219.48	202.00	120.00
Net surplus	.....	208.53	39.06	1,267.86	332.43	848.27
Net loss	1,709.83	.....	.....	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

SEVERN SYSTEM SUMMARY		EUGENIA SYSTEM					
		Arthur 1,222		Chatsworth xa 287		Chesley xb 1,803	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
86,508.50	97,353.01	2,368.81	2,811.99	985.81	1,180.48	5,352.03	5,894.11
47,676.76	51,428.34	2,699.10	2,911.14	786.28	789.95	3,523.13	4,301.33
86,035.22	100,507.59	5,013.98	4,325.59	619.31	573.88	6,928.79	7,441.34
7,844.06	9,286.50	.....	.....	.....	.....	789.03	1,382.57
27,253.06	28,063.22	1,317.98	1,523.72	448.00	448.00	1,527.19	1,714.67
.....	.....	.....	.....	.....	.....	.....	.....
5,709.30	5,331.43	.....	.....	.....	.....	50.91	61.54
261,026.90	291,970.09	11,399.87	11,572.44	2,839.40	2,992.31	18,171.08	20,795.56
181,684.51	164,661.73	10,829.32	8,893.10	1,766.98	1,580.76	11,744.97	12,013.39
2,882.04	3,127.26	.....	.....	.....	.....	.....	.....
223.58	151.40	.....	.....	.....	.....	.....	.....
7,824.16	8,215.76	199.27	146.19	216.31	52.57	797.28	608.53
598.67	992.65	.....	.....	.....	.....	.....	.....
1,072.26	1,728.74	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
3,694.77	2,817.01	204.77	236.82	62.00	58.13	89.65	184.37
.....	95.77	.....	.....	.....	.....	.....	.....
2,739.50	2,917.74	.....	.....	.....	.....	.....	.....
16,119.11	15,260.52	533.68	549.96	136.13	169.40	597.49	695.95
2,039.18	3,926.07	.....	.....	.....	.....	.....	.....
20,497.53	14,394.50	1,810.16	1,750.55	384.89	354.43	1,654.28	1,371.01
8,663.04	11,162.84	319.98	339.17	175.34	177.77	998.92	1,055.42
248,038.35	229,451.99	13,897.18	11,915.79	2,741.65	2,393.06	15,882.59	15,928.67
12,988.55	62,518.10	.....	.....	97.75	599.25	2,288.49	4,866.89
.....	.....	2,497.31	343.35	.....	.....	.....	.....
24,073.00	15,521.48	979.00	597.00	233.00	144.00	1,189.00	732.00
.....	46,996.62	.....	.....	.....	455.25	1,099.49	4,134.89
11,084.45	.....	3,476.31	940.35	135.25	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

EUGENIA
SYSTEM—Continued

Municipality	Dundalk xa		Durham		Elmwood Police Vil. xa	
Population	725		1,622			
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	1,597.79	1,869.84	4,071.98	4,480.34	762.83	792.14
Commercial light	1,680.40	1,821.35	2,774.44	3,068.96	545.58	528.92
Commercial power	2,558.03	2,328.20	8,893.04	14,269.06	1,802.31	1,345.94
Municipal power						
Street light	882.00	1,042.50	1,410.50	1,488.00	548.29	540.50
Rural						
Miscellaneous	40.43					
Total	6,758.65	7,061.89	17,149.96	23,306.36	3,659.01	3,207.50
EXPENSES						
Power purchased	4,575.06	3,614.71	10,358.25	11,867.64	2,650.67	1,681.31
Substation operation						
Substation maintenance						
Distribution system, operation and maintenance	125.25	124.72	632.62	300.36	17.91	1.90
Line transformer maintenance						
Meter maintenance						
Consumers' premises expenses						
Street light, operation and maintenance	79.65	103.80	267.18	149.05	49.69	38.46
Promotion of business				91.33		
Billing and collecting						
Gen. office—salaries and exp.	224.00	234.62	1,004.14	1,125.71	93.83	166.31
Undistributed expenses						
Interest	328.33	222.71	1,201.52	1,366.05	479.39	431.21
Sinking fund and principal payments on debentures	187.45	197.75	644.54	1,274.97	211.76	217.26
Total expenses	5,519.74	4,498.31	14,108.25	16,175.11	3,503.25	2,536.45
Gross surplus	1,238.91	2,563.58	3,041.71	7,131.25	155.76	671.05
Gross loss						
Depreciation charge	404.00	249.00	1,071.00	667.00	272.00	153.00
Net surplus	834.91	2,314.58	1,970.71	6,464.25		518.05
Net loss					116.24	

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Flesherton 410		Grand Valley 582		Hanover xb 2,695		Holstein Police Vil. xa	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,585.13	1,791.37	2,202.44	2,493.03	8,978.84	10,616.67	510.16	653.43
1,278.80	1,466.00	2,157.32	2,262.67	4,807.51	5,168.56	472.86	610.52
446.07	425.76	1,869.20	1,786.85	39,475.98	45,903.15	215.76	172.68
.....	.....	.....	.....	.....	.....	.....	.....
644.00	736.00	970.60	1,066.06	2,720.69	2,961.78	296.32	469.98
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13.64	3.31	.....	.....	.....	.....
3,954.00	4,419.13	7,213.20	7,611.92	55,983.02	64,650.16	1,495.10	1,906.67
2,765.44	2,252.82	3,883.65	3,990.73	39,888.41	41,083.87	1,788.06	1,238.70
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
173.17	52.10	63.16	23.64	3,690.86	4,853.17	.....	82.76
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
71.70	98.00	96.00	115.12	127.15	259.69	30.19	37.84
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
267.38	252.21	263.23	282.68	2,075.96	1,724.23	124.50	83.85
.....	.....	.....	.....	.....	.....	.....	.....
498.52	469.91	654.62	503.52	4,066.89	4,503.31	309.70	297.78
105.65	143.56	377.52	400.17	2,235.12	2,782.79	112.45	118.63
3,881.86	3,268.60	5,338.18	5,315.86	52,084.39	55,207.06	2,364.90	1,859.56
72.14	1,150.53	1,875.02	2,296.06	3,898.63	9,443.10	.....	49.11
.....	.....	.....	.....	.....	.....	869.80	.....
309.00	187.00	515.00	312.00	3,056.00	1,946.00	124.00	74.00
.....	963.53	1,360.00	1,984.06	842.63	7,497.10	.....	.....
236.86	.....	.....	.....	.....	.....	993.80	26.89

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

EUGENIA
SYSTEM—Continued

Municipality	Kincardine xb		Lucknow xa		Markdale	
Population	2,159		887		908	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	3,742.64	6,461.15	1,444.43	2,679.21	2,496.08	2,623.46
Commercial light	2,179.51	4,057.97	1,551.66	2,527.54	1,550.66	1,695.41
Commercial power	357.48	1,801.91	1,063.91	2,025.62	1,414.47	1,172.56
Municipal power	.....	1,149.06	.....	.....	.....	.....
Street light	2,545.07	3,593.00	1,256.67	1,537.00	910.78	978.00
Rural	.....	.....	.....	.....	178.86	.....
Miscellaneous	.....	.....	.....	.....	.....	.....
Total	8,824.70	17,063.09	5,316.67	8,769.37	6,550.85	6,469.43
EXPENSES						
Power purchased	7,061.19	9,929.74	4,454.69	4,983.99	3,232.18	2,786.11
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	1,959.62	1,379.39	44.77	113.61	144.23	121.30
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	53.82	147.10	25.27	34.00	43.90	62.15
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	2,573.79	3,001.90	262.80	412.56	587.90	598.93
Undistributed expenses	.....	.....	.....	.....	66.42	.....
Interest	2,328.37	3,494.88	814.99	1,072.69	764.27	690.26
Sinking fund and principal payments on debentures	1,087.38	1,292.62	262.17	521.25	152.42	161.47
Total expenses	15,064.17	19,245.63	5,864.69	7,138.10	4,991.32	4,420.22
Gross surplus	.....	.....	.....	1,631.27	1,559.53	2,049.21
Gross loss	6,239.47	2,182.54	548.02	.....	.....	.....
Depreciation charge	.....	1,046.00	.....	366.00	600.00	387.00
Net surplus	.....	.....	.....	1,265.27	959.53	1,662.21
Net loss	6,239.47	3,228.54	548.02	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Mount Forest xb 1,761		Neustadt 445		Orangeville 2,503		Owen Sound xb 12,360	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
4,050.74	4,683.40	1,159.34	1,683.22	3,660.49	4,207.55	26,511.72	31,744.31
5,279.82	5,965.31	737.47	982.18	3,707.47	4,231.79	16,442.16	18,851.65
3,750.47	3,479.12	3,214.94	7,690.74	3,869.74	4,871.52	29,116.14	31,725.54
1,468.95	1,517.37	.....	.....	342.00	342.00	.....	.....
2,302.74	2,664.43	975.00	975.00	3,810.40	3,844.10	11,270.75	11,612.50
.....	.....	.....	.....	.....	.....	.....	.....
107.24	.....	.....	.....	193.27	83.27	.....	176.73
16,959.97	18,309.63	6,086.75	11,331.14	15,583.37	17,580.23	83,340.77	94,110.73
12,830.19	9,565.82	7,107.25	7,323.98	9,319.36	10,886.16	56,720.95	53,112.06
.....	.....	.....	.....	.....	.....	.....	1,444.38
.....	.....	.....	.....	.....	.....	4,142.68	.....
1,223.59	919.02	137.74	66.74	1,499.48	1,418.54	4,144.46	4,762.97
.....	.....	.....	.....	.....	.....	1,297.50	434.23
.....	.....	.....	.....	.....	.....	42.21	360.29
.....	.....	.....	.....	.....	.....	.....	.....
229.58	173.17	225.58	107.16	304.80	303.61	2,594.75	1,649.13
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	2,433.63	2,465.52
1,451.73	718.03	199.17	237.53	517.25	592.24	6,009.91	6,793.25
.....	.....	.....	.....	.....	.....	1,135.16	615.40
1,615.73	1,406.83	803.34	1,455.36	1,891.67	1,743.45	1,864.53	1,709.17
786.52	822.54	529.88	557.99	1,213.08	1,506.81	7,763.83	7,972.25
18,137.34	13,605.41	9,002.96	9,748.76	14,745.64	16,450.81	88,149.61	81,318.65
.....	4,704.22	.....	1,582.38	837.73	1,129.42	.....	12,792.08
1,177.37	.....	2,916.21	.....	.....	.....	4,808.84	.....
1,203.00	746.00	611.00	371.00	1,497.00	866.00	6,392.67	4,109.56
.....	3,958.22	.....	1,211.38	.....	263.42	.....	8,682.52
2,380.37	.....	3,527.21	.....	659.27	.....	11,201.51	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

EUGENIA
SYSTEM—Concluded

Municipality	Priceville Police Vil. xa		Ripley Police Village		Shelburne xb	
Population					1,101	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	211.50	356.45	855.57	1,312.40	3,754.83	4,441.32
Commercial light	117.80	180.10	922.75	1,598.21	2,862.25	2,829.00
Commercial power	.....	.....	2,244.98	1,618.29	4,068.30	2,984.16
Municipal power	.....	.....	.....	.....	391.99	445.78
Street light	315.00	472.50	1,080.00	1,296.00	1,327.05	1,365.00
Rural	.....	.....	.....	78.74	.....	.....
Miscellaneous	.....	.....	.....	.....	.....	.....
Total	644.30	1,009.05	5,103.30	5,903.64	12,404.42	12,065.26
EXPENSES						
Power purchased	507.72	597.87	4,354.38	4,689.78	7,945.42	6,833.34
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	.....	17.39	24.19	40.48	349.96	53.80
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	3.50	3.50	.....	133.20	15.00	74.53
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	14.10	25.00	237.22	312.63	478.63	650.17
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	185.62	415.16	544.11	835.80	1,205.63	977.66
Sinking fund and principal payments on debentures	163.10	248.75	201.12	213.19	727.16	773.07
Total expenses	874.04	1,307.67	5,361.02	6,225.08	10,722.03	9,362.57
Gross surplus	.....	.....	.....	.....	1,682.39	2,702.69
Gross loss	229.74	298.62	257.72	321.44	.....	.....
Depreciation charge	.....	110.00	.....	247.00	886.00	559.00
Net surplus	.....	.....	.....	.....	796.39	2,143.69
Net loss	229.74	409.62	257.72	568.44	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Tara 521		Teeswater 838		Wingham xb 2,470		EUGENIA SYSTEM SUMMARY	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1,824.49	2,226.18	1,803.67	2,695.66	9,381.46	7,072.58	89,312.78	104,770.29
1,787.89	1,977.69	1,116.98	1,480.98	4,348.31	7,648.64	63,330.15	76,955.93
1,134.69	1,120.91	1,179.56	2,528.67	15,278.46	11,044.78	134,515.61	150,636.27
.....	.....	.....	.....	561.43	216.95	3,553.40	5,053.73
1,340.00	1,340.00	1,480.58	1,655.00	2,953.72	4,480.67	42,333.34	47,804.41
96.71	.....	.....	.....	.....	.....	275.57	78.74
.....	.....	.....	.....	.....	46.21	405.49	371.06
6,183.78	6,664.78	5,580.79	8,360.31	32,523.38	30,509.83	333,726.34	385,670.43
4,333.05	3,576.19	4,598.73	5,409.52	19,544.70	15,150.76	232,260.62	223,062.35
.....	.....	.....	.....	565.25	.....	565.25	1,444.38
.....	.....	.....	.....	839.50	.....	4,982.18	.....
262.16	134.63	165.20	225.60	3,077.16	3,434.31	18,948.39	18,933.72
.....	.....	.....	.....	.....	.....	1,297.50	434.23
.....	.....	.....	.....	.....	.....	42.21	360.29
.....	.....	.....	.....	.....	.....	.....	.....
145.49	141.55	24 71	88.13	376.74	234.29	5,121.12	4,432.80
.....	.....	.....	.....	.....	.....	.....	91.33
.....	.....	.....	.....	.....	.....	2,433.63	2,465.52
318.57	382.25	167.95	259.17	2,163.71	1,085.33	20,303.30	20,353.91
.....	40.50	.....	.....	.....	.....	1,201.58	655.90
1,070.55	997.96	2,082.43	1,794.31	2,106.97	4,203.52	28,666.51	32,067.53
495.91	523.18	1,066.39	1,066.39	2,127.38	2,688.33	21,945.07	25,055.33
6,625.73	5,796.26	8,105.41	8,843.12	30,801.41	26,796.54	337,767.36	329,357.29
.....	868.52	.....	.....	1,721.97	3,713.29	.....	56,313.14
441.95	.....	2,524.62	482.81	.....	.....	4,041.02	.....
576.00	335.00	.....	398.00	2,660.00	1,612.00	22,577.67	16,214.56
.....	533.52	.....	.....	.....	2,101.29	.....	40,098.58
1,017.95	.....	2,524.62	880.81	938.03	.....	26,618.69	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

WASDELLS SYSTEM

Municipality	Beaverton		Brechin Police Vil. xa		Cannington	
Population	986				951	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	3,908.27	4,262.25	650.85	862.55	4,384.72	4,563.79
Commercial light	2,155.25	2,114.40	1,029.78	991.84	2,398.50	2,491.41
Commercial power	3,790.32	3,383.24	2,036.27	1,419.77	1,207.13	1,074.84
Municipal power						
Street light	1,079.50	1,231.98	189.00	198.00	1,224.00	1,388.00
Rural	1,402.32	1,849.55		150.00		232.06
Miscellaneous			150.00		130.53	
Total	12,335.66	12,841.42	4,055.90	3,622.16	9,344.88	9,750.10
EXPENSES						
Power purchased	5,630.75	5,237.08	3,268.69	2,624.87	4,112.90	3,931.85
Substation operation						
Substation maintenance						
Distribution system, operation and maintenance	899.85	1,231.31	335.30	353.29	795.57	930.75
Line transformer maintenance						
Meter maintenance		61.45				
Consumers' premises expenses						
Street light, operation and maintenance	43.45	71.37		19.69	20.64	137.02
Promotion of business						
Billing and collecting						
Gen. office—salaries and exp.	123.52	163.23	18.89	47.39	215.97	195.82
Undistributed expenses	234.52					74.29
Interest	1,206.78	1,162.20	351.76	379.74	928.63	867.63
Sinking fund and principal payments on debentures	403.27	322.38	44.69	35.17	332.63	314.87
Total expenses	8,542.14	8,249.02	4,019.33	3,460.15	6,406.34	6,452.23
Gross surplus	3,793.52	4,592.40	36.57	162.01	2,938.54	3,297.87
Gross loss						
Depreciation charge	621.00	388.00	134.00	82.00	578.00	369.00
Net surplus	3,172.52	4,204.40		80.01	2,360.54	2,928.87
Net loss			97.43			

xa Operated by Municipal Council.
xb Two months' operation.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Kirkfield P.V. xa		Pt. Perry xb 1,162	Sunderland P.V. xa		Uxbridge xb 1,492	Woodville xa 455		WASDELLS SYSTEM SUMMARY	
1921	1922	1922	1921	1922	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
318.70	495.95	860.24	1,851.55	1,858.95	589.77	2,195.02	2,079.40	13,309.11	15,572.90
705.46	891.31	509.11	1,398.06	1,523.73	669.36	1,330.04	1,341.09	9,017.09	10,532.25
.....	560.90	.....	814.60	755.72	19.94	1,846.69	1,470.02	9,695.01	8,684.43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
633.65	546.00	386.83	549.00	621.00	400.00	684.00	900.00	4,359.15	5,671.81
.....	.....	.....	1,652.46	1,721.24	.....	462.73	1,210.57	3,517.51	5,163.42
.....	.....	.....	.....	.....	.....	.....	.....	280.53	.....
1,657.81	2,494.16	1,756.18	6,265.67	6,480.64	1,679.07	6,518.48	7,001.08	40,178.40	45,624.81
1,010.96	1,354.09	1,253.40	3,607.33	3,022.36	1,280.11	3,955.25	3,595.35	21,585.88	22,299.11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
171.43	213.55	130.00	525.57	377.75	.....	583.40	428.79	3,311.12	3,665.44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	61.45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.60	39.39	113.43	78.75	33.96	8.08	63.18	36.74	265.62	459.68
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.07	9.93	.....	97.50	53.00	187.69	21.44	18.15	494.39	675.21
.....	.....	.....	.....	31.35	.....	.....	.....	234.52	105.64
371.48	408.25	342.93	1,074.05	1,000.72	161.33	620.32	588.73	4,553.02	4,911.53
173.10	172.89	.....	164.77	175.08	.....	171.05	129.00	1,289.51	1,149.39
1,803.64	2,198.10	1,839.76	5,547.97	4,694.22	1,637.21	5,414.64	4,796.76	31,734.06	33,327.45
.....	296.06	.....	717.70	1,786.42	41.86	1,103.84	2,204.32	8,444.34	12,297.36
145.83	.....	83.58	.....	.....	.....	.....	.....	.....	.....
249.00	125.00	.....	260.00	164.00	.....	192.00	120.00	2,034.00	1,248.00
.....	171.06	.....	457.70	1,622.42	41.86	911.84	2,084.32	6,410.34	11,049.36
394.83	.....	83.58	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

MUSKOKA SYSTEM

Municipality Population	Gravenhurst xb 1,621		Huntsville xb 2,316		MUSKOKA SYSTEM SUMMARY	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	4,219.34	5,284.76	8,380.90	8,645.00	12,600.24	13,929.76
Commercial light	6,239.31	3,445.13	4,325.78	4,920.30	10,565.09	8,365.43
Commercial power	5,024.86	7,742.95	13,413.11	13,275.74	18,437.97	21,018.69
Municipal power	504.00	504.00	1,032.63	1,083.33	1,536.63	1,587.33
Street light	1,804.23	1,885.77	1,887.00	1,938.00	3,691.23	3,823.77
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	430.84	514.19	113.91	514.19	544.75
Total	17,791.74	19,293.45	29,553.61	29,976.28	47,345.35	49,269.73
EXPENSES						
Power purchased	6,807.01	6,951.91	20,362.63	23,313.48	27,169.64	30,265.39
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	2,679.08	1,929.59	746.60	1,608.09	3,425.68	3,537.68
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	386.10	351.79	152.52	141.03	538.62	492.82
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	1,704.40	1,768.88	2,282.51	2,626.82	3,986.91	4,395.70
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	1,835.89	1,729.24	1,336.48	921.14	3,172.37	2,650.38
Sinking fund and principal payments on debentures	1,982.67	2,244.31	965.33	1,020.50	2,948.00	3,264.81
Total expenses	15,395.15	14,975.72	25,846.07	29,631.06	41,241.22	44,606.78
Gross surplus	2,396.59	4,317.73	3,707.54	345.22	6,104.13	4,662.95
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	2,135.00	1,443.00	966.00	592.00	3,101.00	2,035.00
Net surplus	261.59	2,874.73	2,741.54	.....	3,003.13	2,627.95
Net loss	.....	.....	.....	246.78	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.
xd Hydro, Gas and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

ST. LAWRENCE SYSTEM

Alexandria xb 2,319		Apple Hill Police Vil. xa		Brockville xd 9,377		Chesterville xa 941	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
3,053.03	4,527.07	264.14	522.93	27,780.61	31,330.52	3,559.07	3,955.40
3,227.37	4,350.98	236.51	527.94	24,960.63	25,198.96	2,923.10	2,862.69
3,657.79	5,880.88	221.14	595.57	37,701.25	38,895.75	6,133.40	5,460.28
884.54	1,647.55	.....	.....	6,163.15	10,495.92	.....	.....
3,116.56	3,510.00	271.75	483.00	9,000.00	9,000.00	1,235.00	1,235.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	719.60
13,939.29	19,916.48	993.54	2,129.44	105,605.64	114,921.15	13,850.57	14,232.97
10,316.44	13,621.04	825.96	1,626.59	55,951.02	50,416.25	11,671.99	8,835.51
.....	.....	.....	.....	9,500.28	9,656.89	.....	.....
.....	.....	.....	.....	2,136.03	1,229.00	.....	.....
1,793.51	1,575.82	44.89	6.712	4,479.13	5,778.60	1,165.07	944.39
.....	.....	.....	.....	257.69	59.78	.....	.....
.....	.....	.....	.....	1,189.94	1,132.96	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
256.47	227.96	38.80	38.02	2,490.60	2,375.50	56.99	36.58
.....	.....	.....	.....	1,696.63	1,301.69	.....	.....
.....	.....	.....	.....	955.13	870.69	.....	.....
1,191.89	681.84	107.00	182.31	3,666.53	4,095.15	128.09	153.60
.....	.....	.....	.....	2,276.28	1,978.18	180.41	.....
1,215.42	2,936.17	29.40	342.80	9,661.98	9,257.81	705.03	657.35
1,289.42	1,531.37	.....	135.92	8,985.82	9,186.03	235.96	249.61
16,063.15	20,574.20	1,046.05	2,392.76	103,247.06	97,338.53	14,143.54	10,877.04
.....	.....	.....	.....	2,358.58	17,582.62	.....	3,355.93
2,123.86	657.72	52.51	263.32	.....	.....	292.97	.....
.....	633.00	.....	95.00	4,867.00	2,889.00	534.00	344.00
.....	.....	.....	.....	.....	14,693.62	.....	3,011.93
2,123.86	1,290.72	52.51	358.32	2,508.42	.....	826.97	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

ST. LAWRENCE SYSTEM—Concluded

Municipality Population	Lancaster xa 612		Martintown Police Vil. xa		Maxville xa 785	
Year	1921	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	405.83	1,230.64	258.15	514.19	1,163.74	2,003.68
Commercial light	399.35	971.84	190.42	452.72	974.77	2,079.24
Commercial power	.....	.....	.....	.....	305.47	507.53
Municipal power	.....	.....	.....	.....	.....	.....
Street light	621.37	1,160.00	210.00	450.00	821.33	1,484.00
Rural	.....	108.01	54.25	113.56	.....	.....
Miscellaneous	.....	.....	.....	.....	.....	.....
Total	1,426.55	3,470.49	712.82	1,530.47	3,265.31	6,074.45
EXPENSES						
Power purchased	2,232.53	3,894.30	531.71	836.55	3,735.26	4,116.69
Substation operation	.....	.....	.....	.....	.....	.....
Substation maintenance	.....	.....	.....	.....	.....	.....
Distribution system, operation and maintenance	3.16	183.88	.20	54.76	213.46	619.33
Line transformer maintenance	.....	.....	.....	.....	.....	.....
Meter maintenance	.....	.....	.....	.....	.....	.....
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	64.80	17.10	8.10	.....	151.39	33.94
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	.....	.....
Gen. office—salaries and exp.	33.78	165.20	25.51	33.32	76.91	134.75
Undistributed expenses	.....	.....	.....	.....	.....	.....
Interest	441.81	623.01	150.66	326.07	548.38	981.51
Sinking fund and principal payments on debentures	176.70	374.60	81.55	172.89	458.87	484.11
Total expenses	2,952.78	5,258.09	797.73	1,423.59	5,184.27	6,370.33
Gross surplus	.....	.....	.....	106.88	.....	.....
Gross loss	1,526.23	1,787.60	84.91	.....	1,918.96	295.88
Depreciation charge	.....	171.00	.....	78.00	.....	302.00
Net surplus	.....	.....	.....	28.88	.....	.....
Net loss	1,526.23	1,958.60	84.91	.....	1,918.96	597.88

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Prescott xb 2,723		Williamsburg P.V. xa		Winchester xa 1,058		ST. LAWRENCE SYSTEM SUMMARY	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
7,851.66	8,954.07	926.67	1,391.67	4,987.06	5,754.06	50,249.96	60,184.23
4,730.49	5,196.38	439.04	241.37	2,925.86	2,731.95	41,007.54	44,614.07
4,087.29	4,536.32	230.38	257.92	595.07	698.10	52,931.79	56,832.35
1,634.65	1,944.97	.....	.....	.....	.....	8,682.34	14,088.44
4,693.50	4,693.50	221.00	348.50	1,930.50	1,930.50	22,121.01	24,294.50
.....	.....	.....	.....	.....	.....	54.25	221.57
78.15	797.26	82.94	.....	777.17	92.50	938.26	1,609.36
23,075.74	26,122.50	1,900.03	2,239.46	11,215.66	11,207.11	175,985.15	201,844.52
10,946.18	10,006.86	1,333.75	1,259.64	6,057.65	5,013.08	103,602.49	99,626.51
615.59	1,225.17	.....	.....	.....	.....	10,115.87	10,882.06
144.16	249.46	.....	.....	.....	.....	2,280.19	1,478.46
1,442.16	1,531.71	265.74	175.50	936.35	870.41	10,343.67	11,801.52
.....	.....	.....	.....	.....	.....	257.69	59.78
.....	172.15	.....	.....	.....	.....	1,189.94	1,305.11
.....	.....	.....	.....	.....	.....	.....	.....
609.59	656.27	20.59	64.08	127.78	113.14	3,825.11	3,562.59
.....	.....	.....	.....	.....	.....	1,696.63	1,301.69
82.23	18.54	.....	.....	.....	.....	1,037.36	889.23
2,220.65	2,263.71	18.17	13.03	643.30	630.62	8,111.83	8,353.53
423.50	352.67	.....	.....	.....	.....	2,880.19	2,330.85
1,057.10	806.18	109.20	101.89	717.31	527.00	14,636.29	16,559.79
1,143.81	1,177.21	111.47	117.04	190.28	201.70	12,673.88	13,630.48
18,684.97	18,459.93	1,858.92	1,731.18	8,672.67	7,355.95	172,651.14	171,781.60
4,390.77	7,662.57	41.11	508.28	2,542.99	3,851.16	3,334.01	30,062.92
.....	.....	.....	.....	.....	.....	.....	.....
2,422.00	1,589.00	124.00	78.00	579.00	144.00	8,526.00	6,323.00
1,968.77	6,073.57	.....	430.28	1,963.99	3,707.16	.....	23,739.92
.....	.....	82.89	.....	.....	.....	5,191.99	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

RIDEAU SYSTEM

Municipality / Population	Carleton Place xb 4,123		Kemptville 1,220	Lanark 575		Perth xb 3,710	
Year	1921	1922	1922	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	11,854.98	12,654.99	5,087.81	362.16	1,735.71	12,485.61	13,682.49
Commercial light	7,974.78	7,206.47	5,787.86	230.36	1,547.66	8,879.44	9,091.75
Commercial power	18,877.89	21,600.94	1,764.22	.....	109.71	15,297.72	14,236.20
Municipal power	1,653.39	2,210.58	.....	.....	.....	2,723.70	2,519.10
Street light	1,810.22	1,838.00	2,016.00	163.32	976.67	1,369.93	1,715.53
Rural	.....	.....	.....	.....	.....	.....	.....
Miscellaneous	402.97	628.82	.....	.....	.....	1,287.22	1,698.89
Total	42,574.23	46,139.80	14,655.89	755.84	4,369.75	42,043.62	42,943.96
EXPENSES							
Power purchased	31,698.59	29,346.36	5,728.27	556.24	2,059.44	22,699.64	19,428.17
Substation operation	167.27	.....	.....	.....	.....	.....	360.87
Substation maintenance	.....	140.61	.....	.....	.....	395.33	4.55
Distribution system, operation and maintenance	1,943.15	2,660.95	707.75	26.70	167.19	462.45	870.64
Line transformer maintenance	179.55	161.49	.....	.....	.....	14.90	189.39
Meter maintenance	471.94	350.93	.....	.....	.....	466.43	241.62
Consumers' premises expenses	.....	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	907.69	623.59	167.76	10.90	6.75	138.70	316.56
Promotion of business	.....	.....	.....	.....	.....	.....	.....
Billing and collecting	637.92	602.61	.....	.....	.....	852.92	1,243.66
Gen. office—salaries and exp.	2,624.34	2,071.40	346.26	5.38	94.69	2,402.21	2,210.35
Undistributed expenses	.....	1,653.66	.....	.....	.....	444.89	513.73
Interest	3,631.71	2,338.82	1,482.28	65.47	476.96	5,480.79	5,391.99
Sinking fund and principal payments on debentures	568.49	602.60	335.19	.....	244.66	738.19	1,533.74
Total expenses	42,830.65	40,553.02	8,767.51	664.69	3,049.69	34,096.45	32,305.27
Gross surplus	.....	5,586.78	5,888.38	91.15	1,320.06	7,947.17	10,638.69
Gross loss	256.42	.....	.....	.....	.....	.....	.....
Depreciation charge	2,231.00	1,318.00	444.00	.....	135.00	2,725.00	1,716.00
Net surplus	.....	4,268.78	5,444.38	91.15	1,185.06	5,222.17	8,922.69
Net loss	2,487.42	.....	.....	.....	.....	.....	.....

xb Hydro and Water Departments under one Commission.
xf Hydro, Water, Telephone and Railway under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

				THUNDER BAY SYSTEM		OTTAWA SYSTEM	
Smiths Falls 6,529		RIDEAU SYSTEM SUMMARY		Port Arthur xf 15,629		Ottawa 112,899	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
24,285.20	24,402.79	48,987.95	57,563.79	49,880.56	52,356.36	131,863.72	154,936.08
12,264.33	14,260.12	29,348.91	37,893.86	31,067.82	34,267.89	67,251.51	80,732.27
22,766.84	21,839.34	56,942.45	59,550.41	185,395.43	216,952.52	34,202.59	37,483.22
2,537.20	3,235.15	6,914.29	7,964.83	34,500.97	34,608.5[illegible]	29,131.15	29,256.49
4,250.00	4,250.04	7,593.47	10,796.24	16,963.00	16,830.54	61,894.15	67,226.10
.....	.....	.....	.....	.....	.....	.....	.....
917.81	301.06	2,608.00	2,628.77	1,221.85	2,611.55	3,765.85	3,981.52
67,021.38	68,288.50	152,395.07	176,397.90	319,029.63	357,627.40	328,108.97	373.615.68
33,638.60	28,633.16	88,593.07	85,195.40	180,592.95	241,689.82	107,133.65	122,937.00
1,848.38	1,570.08	2,015.65	1,930.95	8,750.22	8,395.05	9,824.52	7,560.22
226.74	75.78	622.07	220.94	3,281.46	49.31	.....	.....
1,903.71	2,897.80	4,336.01	7,304.33	22,514.61	22,457.40	17,095.18	18,922.70
.....	11.36	194.45	362.24	410.86	482.01	1,516.78	312.38
835.84	256.37	1,774.21	848.92	3,949.59	1,017.18	3,440.89	7,121.11
.....	.....	.....	.....	9.21	.....	.....	.....
699.23	339.47	1,756.52	1,454.13	4,310.46	4,168.86	26,199.07	26,656.28
.....	.....	.....	.....	1,558.68	730.28	7,922.13	7,726.14
1,896.04	1,449.64	3,386.88	3,295.91	3,894.94	3,422.50	23,861.26	24,520.50
5,096.46	3,056.39	10,128.39	7,779.09	8,820.58	10,003.45	15,002.41	14,186.07
1,659.09	4,243.68	2,103.98	6,411.07	8,349.11	7,075.36	9,196.40	8,348.13
11,068.16	10,156.87	20,246.13	19,846.92	22,752.60	21,983.07	30,503.28	34,981.00
5,790.35	6,139.74	7,097.03	8,855.93	16,914.05	16,601.26	14,621.44	14,621.44
64,662.60	58,830.34	142,254.39	143,505.83	286,109.32	338,075.55	266,317.01	287,892.97
2,358.78	9,458.16	10,140.68	32,892.07	32,920.31	19,551.85	61,791.96	85,722.71
.....	.....	.....	.....	.....	.....	.....	.....
6,639.25	3,687.00	11,595.25	7,300.00	11,492.90	11,492.00	46,737.00	36,743.00
.....	5,771.16	.....	25,592.07	21,428.31	8,059.85	15,054.96	48,979.71
4,280.47	.....	1,454.57	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

TRENT SYSTEM

Municipality	Bloomfield		Havelock		Kingston xc	
Population	512		1,258		22,234	
Year	1921	1922	1921	1922	1921	1922
EARNINGS						
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Domestic light	1,481.86	1,585.28	2,878.51	4,476.92	45,106.18	57,519.97
Commercial light	665.41	736.46	948.64	1,429.97	49,129.35	58,501.36
Commercial power	635.33	789.12	.....	136.43	39,525.13	48,263.76
Municipal power	.....	.....	.....	.....	6,310.65	7,165.09
Street light	975.00	1,066.50	2,128.00	2,291.25	20,000.00	20,367.05
Rural	.....	.....	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....	449.22	43.45
Total	3,757.60	4,177.36	5,955.15	8,334.57	160,520.53	191,860.68
EXPENSES						
Power purchased	2,341.71	2,186.33	2,918.77	2,996.55	55,636.24	60,727.52
Substation operation	.....	.....	.....	.....	12,262.24	8,937.00
Substation maintenance	.....	.....	.....	.....	4,510.85	6,147.17
Distribution system, operation and maintenance	66.47	49.26	676.31	789.60	4,744.99	11,993.50
Line transformer maintenance	.....	.....	.....	.....	1,395.41	3,156.43
Meter maintenance	.....	.....	.....	.....	2,926.36	3,122.83
Consumers' premises expenses	.....	.....	.....	.....	.....	.....
Street light, operation and maintenance	77.85	110.35	156.32	241.10	10,901.61	9,832.74
Promotion of business	.....	.....	.....	.....	.....	.....
Billing and collecting	.....	.....	.....	.....	3,778.83	3,180.31
Gen. office—salaries and exp.	215.15	216.29	70.18	247.24	7,639.47	7,156.12
Undistributed expenses	.....	.....	.....	.....	6,954.07	8,035.87
Interest	717.40	690.26	1,035.46	1,919.85	13,419.29	13,395.89
Sinking fund and principal payments on debentures	200.69	212.73	785.63	832.77	8,828.78	9,003.13
Total expenses	3,619.27	3,465.22	5,642.67	7,027.11	132,998.14	144,688.51
Gross surplus	138.33	712.14	312.48	1,307.46	27,522.39	47,172.17
Gross loss	.....	.....	.....	.....	.....	.....
Depreciation charge	386.00	225.00	.....	528.00	12,603.00	7,935.00
Net surplus	.....	487.14	312.48	779.46	14,919.39	39,237.17
Net loss	247.67	.....	.....	.....	.....	.....

xa Operated by Municipal Council.
xc Hydro and Gas under one Commission.

"C"—Continued

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Lakefield 1,193		Marmora 792		Norwood 748		Omemee xa 485	
1921	1922	1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,003.69	2,765.70	1,568.49	2,150.59	1,509.20	2,413.40	1,213.80	1,543.01
2,342.58	2,694.98	1,230.50	1,609.85	1,001.85	1,627.72	781.01	846.54
3,134.24	1,992.23	61.56	159.42	27.18	744.35	2,081.00	4,269.89
.....	.....	.....	.....	.....	.....	.....	.....
1,836.00	2,188.00	2,187.00	2,187.00	2,102.80	2,248.95	847.18	911.01
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
9,316.51	9,640.91	5,047.55	6,106.86	4,641.03	7,034.42	4,922.99	7,570.45
4,984.23	3,536.17	1,227.59	1,435.73	1,104.30	2,065.71	2,044.94	3,451.83
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
1,285.14	954.23	93.91	177.71	778.79	790.78	209.93	495.71
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
31.63	115.43	38.90	40.61	81.83	115.08	13.99	104.47
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
185.52	197.56	362.85	414.98	136.84	199.90	174.20	144.65
.....	.....	.....	.....	.....	.....	.....	.....
1,942.78	1,993.00	1,181.17	1,074.62	579.24	2,118.40	791.63	681.30
387.84	413.05	573.91	608.58	157.01	443.80	377.86	400.53
8,817.14	7,209.44	3,478.33	3,752.23	2,838.01	5,733.67	3,612.55	5,278.49
499.37	2,431.47	1,569.22	2,354.63	1,803.02	1,300.75	1,310.44	2,291.96
.....	.....	.....	.....	.....	.....	.....	.....
901.00	520.00	.....	315.00	.....	634.00	529.00	330.00
.....	1,911.47	1,569.22	2,039.63	1,803.02	666.75	781.44	1,961.96
401.63	.....	.....	.....	.....	.....	.....	.....

STATEMENT

Comparative Detailed Operating Reports of Electrical Departments of

TRENT
SYSTEM—Concluded

Municipality	Peterborough xb		Picton xb	
Population	21,439		3,263	
Year	1921	1922	1921	1922
EARNINGS	$ c.	$ c.	$ c.	$ c.
Domestic light	59,506.10	68,182.00	11,840.43	11,294.43
Commercial light	35,364.67	38,343.99	9,641.61	8,540.27
Commercial power	76,195.98	63,833.18	8,042.96	6,376.19
Municipal power	.....	.....	4,120.01	3,957.45
Street light	15,132.95	15,825.69	3,971.68	4,420.61
Rural	.....	.....	.....	.....
Miscellaneous	257.65	.....	62.21	3,550.60
Total	186,457.35	186,184.86	37,678.90	38,139.55
EXPENSES				
Power purchased	106,360.28	98,427.15	14,126.15	12,486.60
Substation operation	2,456.68	2,462.03	.....	.....
Substation maintenance	168.16	241.47	.....	.....
Distribution system, operation and maintenance	15,904.48	12,575.06	1,758.10	196.45
Line transformer maintenance	1,316.86	1,398.12	.....	.....
Meter maintenance	4,650.01	3,802.06	.....	.....
Consumers' premises expenses	.....	.....	.....	.....
Street light, operation and maintenance	3,871.36	3,904.92	165.73	1,331.62
Promotion of business	.....	698.32	.....	.....
Billing and collecting	6,234.08	4,928.07	.....	.....
Gen. office—salaries and exp.	9,997.35	8,657.84	4,584.39	5,268.20
Undistributed expenses	5,202.01	6,146.16	.....	.....
Interest	12,362.69	13,486.82	149.85	.....
Sinking fund and principal payments on debentures	3,922.63	5,601.72	301.43	319.52
Total expenses	172,446.59	162,329.74	21,085.65	19,602.39
Gross surplus	14,010.76	23,855.12	16,593.25	18,537.16
Gross loss	.....	.....	.....	.....
Depreciation charge	10,419.00	7,232.00	955.00	730.00
Net surplus	3,591.76	16,623.12	15,638.25	17,807.16
Net loss	.....	.....	.....	.....

xa Operated by Municipal Council.
xb Hydro and Water Departments under one Commission.

"C"—Concluded

Hydro Municipalities for the Years Ended December 31, 1921 and 1922

Wellington xa 840		TRENT SYSTEM SUMMARY		ALL SYSTEMS GRAND TOTALS	
1921	1922	1921	1922	1921	1922
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
2,611.66	3,092.49	129,719.92	155,023.79	3,149,080.03	3,786,608.23
1,199.05	1,340.74	102,304.67	115,671.88	1,851,501.76	2,158,306.34
1,736.95	1,842.93	131,440.33	128,407.50	3,895,437.46	4,383,912.97
.....	.....	10,430.66	11,122.54	654,531.01	973,263.38
882.00	882.00	50,062.61	52,388.06	1,060,357.77	1,160,446.81
.....	.....	.....	.....	145,566.57	105,877.09
.....	.....	769.08	3,594.05	225,467.70	187,689.39
6,429.66	7,158.16	424,727.27	466,207.82	10,981,942.30	12,756,104.21
3,389.36	3,019.84	194,133.57	190,333.43	4,876,650.31	6,636,853.37
.....	.....	14,718.92	11,399.03	314,838.35	315,443.70
.....	.....	4,679.01	6,388.64	104,798.01	100,763.67
466.78	459.39	25,984.90	28,481.69	479,405.38	519,252.16
.....	.....	2,712.27	4,554.55	65,088.46	52,932.26
.....	.....	7,576.37	6,924.89	116,722.97	107,806.88
.....	.....	.....	.....	134,854.92	143,388.88
213.63	11.84	15,552.85	15,808.16	297,481.52	297,363.86
.....	.....	.....	698.32	101,804.46	129,932.63
.....	.....	10,012.91	8,108.38	321,685.71	338,153.50
520.00	213.82	23,885.97	22,716.60	656,268.11	605,852.50
.....	.....	12,156.08	14,182.03	317,387.37	385,895.03
990.15	1,323.27	33,169.66	36,683.41	998,611.47	1,074,657.44
131.32	220.15	15,667.10	18,055.98	532,183.96	635,469.90
5,711.26	5,248.31	360,249.61	364,335.11	9,317,781.00	11,343,765.78
718.40	1,909.85	64,477.66	101,872.71	1,664,161.30	1,412,338.43
.....	.....	.....	.....	.....	.....
615.00	374.00	26,408.00	18,823.00	1,044,434.85	715,814.24
103.40	1,535.85	38,069.66	83,049.71	619,726.45	696,524.19
.....	.....	.....	.....	.....	.....

STATEMENT "D"

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Acton—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		$ c.	kw-hr	cents	cents	$ c.			$ c.	
1913	1,236.50	.....	82	.....	.....	.....	10	1,567.48	.....	62	.....	.....	.....	10	318.77	3	.....	.....	147
1914	1,463.72	21,192	146	15	....	6.9		1,496.18	19,878	58	28	2.08	7.5		836.13	5	.....	.....	209
1915	1,931.11	29,079	183	15	.....	6.6		1,725.73	24,336	53	36	2.59	7.1		1,019.27	5	.....	.....	241
1916	1,942.11	29,685	185	15	.....	6.5		1,592.62	35,227	60	52	2.35	4.5		1,565.53	7	.....	.....	252
1917	2,016.13	34,268	200	15	84	5.9		1,600 56	38,244	65	49	2.05	4.2		4,116.69	9	157	26.22	274
1918	2,154.00	41,593	219	16	85	5.2		1,360.35	32,897	61	43	1.80	4.1		5,166.36	9	170	30.39	289
1919	2,628.12	44,352	235	16	93	5.9		1,613.56	39,807	65	51	2.07	4.1		5,329.46	10	199	26.78	310
1920	3,115.26	76,922	260	25	1.00	4.0		1,672.82	40,272	71	47	1.96	4.2		5,230.46	10	200	26.15	341
1921	3,650.48	100,205	301	28	1.01	3.6		2,012:27	56,732	69	68	2.34	3.5		5,558.31	14	216	25.85	384
1922	4,374.68	131,954	351	31	1.03	3.3		2,364.01	70,027	64	91	3.08	3.4		6,901.68	16	267	25.85	431
Ailsa Craig—																			
1916	579.57	6,270	51	.....	.....	9.2	None	213.46	1,910	11	.....	.....	11.2	None	15.57	1	.....	.....	63
1917	776.93	7,584	55	12	1.22	10 2		255.84	932	19	.....	.....	11.2		1,591.95	4	40	39.80	78
1918	820.95	9,176	58	13	1.22	8 9		299.58	3,432	24	13	1.19	8.7		4,003.23	3	87	46.01	85
1919	1,087.47	12,991	71	15	1.28	8.4		496.94	3,578	27	11	1.53	13.1		3,786.31	1	93	31.03	99
1920	1,292.33	14,654	78	16	1.38	8.8		630.19	6,627	30	18	1.75	9.5		5,400.16	3	141	38.30	111
1921	1,402.73	20,369	95	18	1.23	6.9		722.21	7,553	32	20	1.88	9.6		5,297.07	3	124	42.71	130
1922	1,557.35	25,145	99	21	1.31	6.2		729.78	8,509	32	22	1.90	8.6		5,532.03	3	128	43.22	134
Alexandria—																			
1922	4,527.07	108,417	221	41	1.71	4.2		4,350.98	50,916	88	48	412	8.5		7,528.43	11	143	52.64	320

Alliston—																				
1918	1,160.23	.....	191	.....	.....	.....	12	713.95	.....	81	.....	.....	.....	12	437.43	4	.....	.....	276
1919	3,084.19	48,870	213	19	1.21	6.3		1,897.62	38,340	88	36	1.80	4.9		2,049.08	8	72	28.46	309
1920	4,255.43	62,464	243	21	1.46	6.8		3,055.99	51,527	88	49	2.89	6.0		4,924.33	14	166	29.66	345
1921	5,253.63	75,424	262	24	1.67	7.0		3,375.50	45,691	88	43	3.20	7.4		3,567.19	15	149	23.94	365
1922	5,554.85	82,484	275	25	1.68	6.7		3,239.50	43,288	84	43	3.21	7.4		1,796.19	11	91	19.74	370
Alvinston—																				
1922	1,586.27	.....	128	.....	.....	.....		1,124.49	.....	50	.....	.....	.....		826.70	5	.....	.....	183
Ancaster Township—																				
1920	6,201.70	116,305	363	27	1.42	5.3	None	646.09	12,257	34	30	1.58	5.3	None	144.17	3	12	12.00	400
1921	7,406.62	153,519	422	30	1.38	4.7		891.37	18,556	34	45	2.19	4.8		130.13	3	15	.....	459
1922	8,598.01	177,507	467	31	1.53	4.9		993.66	24,542	39	52	2.12	4.0		293.44	4	40	7.34	546
Apple Hill—																				
1922	522.93	.....	26	.....	.....	.....		527.94	.....	19	.....	.....	.....		595.57	1	.....	.....	46
Arthur—																				
1917	854.24	9,307	60	13	1.19	9.1	10+25	922.38	9,585	51	17	1.51	9.6	10+25	177.21	2	20	.....	113
1918	1,065.52	12,457	69	15	1.05	8.5		940.54	9,855	58	14	1.35	9.5		3,285.56	4	80	41.06	131
1919	1,393.50	16,840	84	17	1.38	8.3		1,499.36	16,210	64	21	1.95	9.2		5,103.85	6	130	39.25	154
1920	1,949.56	23,412	95	20	1.81	8.3		1,898.65	19,967	62	25	2.38	9.5		4,948.55	6	126	39.27	163
1921	2,368.81	25,582	101	21	1.95	9.2		2,699.10	21,203	71	25	3.17	12.7		5,013.98	5	122	41.10	177
1922	2,811.99	30,930	120	21	1.95	9.3		2,911.14	18,540	70	22	3.46	15.7		4,325.59	5	100	43.26	195
Aylmer—																				
1918	2,569.66	.....	392	.....	.....	.....	10+10	1,986.69	.....	112	.....	.....	.....	10+10	799.21	5	.....	.....	509
1919	5,391.99	84,789	347	20	1.30	6.4		4,886.86	77,168	118	55	3.38	6.3		3,318.98	5	104	31.91	470
1920	6,553.82	90,129	379	20	1.44	7.3		5,831.46	77,650	109	59	4.46	7.5		3,192.47	7	146	21.86	495
1921	7,358.00	96,078	416	19	1.47	7.6		6,238.14	78,003	108	61	4.81	8.0		3,834.16	10	171	22.42	534
1922	7,339.17	94,804	465	17	1.32	7.7		6,422.18	83,601	118	59	4.53	7.7		3,683.25	9	175	21.05	592
Ayr—																				
1915	892.63	16,031	79	.....	.....	5.5		773.08	9,477	35	.....	.....	8.1		348.78	1	.....	.....	115
1916	1,084.46	12,314	83	13	1.12	8.8	12.5+	804.00	12,960	48	26	1.61	6.2	12.5+	393.39	2	.....	.....	133
1917	1,124.21	14,228	92	14	1.08	7.9	25	857.27	12,441	48	23	1.50	6.9	25	966.44	2	32	30.20	142
1918	1,178.84	14,666	94	13	1.05	8.0		806.01	10,134	49	17	1.37	7.9		1,033.02	2	41	25.19	145
1919	1,461.64	18,926	103	15	1.19	7.7		1,118.50	14,474	47	27	1.99	7.8		1,015.08	3	41	24.76	153
1920	1,762.84	21,747	105	17	1.40	8.1		1,421.75	18,329	43	35	2.75	7.8		2,251.84	6	70	32.17	154
1921	1,862.55	27,255	115	20	1.35	6.8		1,319.32	15,200	42	30	2.62	8.7		2,546.21	5	86	29.60	162
1922	2,075.16	33,177	129	21	1.34	6.4		1,281.59	18,594	47	33	2.27	6.9		2,217.52	4	78	28.43	180

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Baden—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	884.11	.....	75	.....	.....	.....	None	*	.....	*	.....	.....	.....	None	2,242.77	4	.....	.....	79
1914	1,247.81	6,920	82	7	75	10.0		*	5,547	*	7	75	10.0		4,580.23	4	.....	.....	86
1915	938.33	12,729	72	13	98	7.4		*	.....	*	13	98	7.4		4,588.87	4	.....	.....	76
1916	808.21	8,824	84	16	86	5.5		*	5,772	*	16	86	5.5		5,059.33	5	.....	.....	89
1917	842.09	10,066	58	12	98	8.4		*	5,827	23	12	98	8.4		5,243.91	5	175	29.96	86
1918	975.04	16,543	60	23	98	4.3		.....	5,865	23	21	98	4.3		5,202.04	4	185	28.11	87
1919	1,097.74	15,917	68	20	97	4.7		.....	7,372	26	25	97	4.7		5,669.93	5	211	26.87	99
1920	1,338.03	18,212	73	.....	.....	.....		.....	10,089	28	.....	.....	.....		5,747.18	6	222	25.89	107
1921	958.06	25,280	78	27	102	3.8		456.15	10,390	24	36	1.60	4.4		5,967.22	6	230	25.94	108
1922	1,150.47	38,721	86	38	1.11	2.9		440.60	13,894	24	48	1.53	3.2		6,397.12	4	252	25.39	114
Barrie—																			
1913	10,071.55	.....	563	.....	.....	.....	9	9,252.70	.....	200	.....	3.85	.....	9	3,390.29	13	.....	.....	776
1914	11,149.49	152,095	651	20	1.54	7.3		9,464.64	138,948	200	58	3.93	6.8		3,712.24	13	.....	.....	864
1915	11,087.68	147,307	843	18	1.24	7.1		9,572.91	177,000	252	65	3.50	5.4		4,567.76	14	.....	.....	1,109
1916	11,907.10	204,420	896	20	1.14	5.8		10,635.67	189,409	257	63	3.50	5.6		6,918.33	18	.....	.....	1,171
1917	11,232.68	242,297	942	22	1.02	4.6		8,750.24	185,095	253	61	2.86	4.8		7,978.72	19	310	25.74	1,214
1918	12,456.76	278,882	956	24	1.08	4.4		7,365.45	178,954	258	58	2.40	4.1		9,296.34	20	340	27.34	1,234
1919	12,395.37	345,723	1,079	23	96	4.2		7,245.39	283,758	268	88	2.25	2.5		12,077.45	22	432	27.96	1,369
1920	14,459.88	534,517	1,279	35	94	2.7		7,245.01	315,778	280	94	2.16	2.3		11,398.66	23	439	25.96	1,582
1921	16,926.24	732,748	1,349	45	1.05	2.3		8,227.70	389,055	267	121	2.57	2.1		10,595.15	27	485	27.85	1,643
1922	19,647.34	732,748	1,517	40	108	2.7		9,191.01	389,055	386	84	1.98	2.3		10,471.50	29	376	27.85	1,932

Beachville—																			
1913	562.97	.....	45	.....	.....	.....	None	*	.....	*	.....	.....	.....	None	5,993.81	4	.....	.....	49
1914	587.33	4,422	45	.....	.....	7.9		*	2,988	*	.....	.....	7.9		5,368.04	4	.....	.....	49
1915	363.33	5,356	37	11	74	6.8		296.37	4,847	12	34	2.05	6.1		5,593.15	4	.....	.....	53
1916	400.81	5,891	42	13	84	6.8		263.62	3,872	12	27	1.83	6.8		5,393.02	3	.....	.....	57
1917	419.11	6,317	44	12	79	6.6		286.14	5,597	12	39	1.99	5.1		6,354.25	3	428	14.85	59
1918	441.44	6,448	47	11	79	6.8		267.81	6,117	13	42	1.86	4.3		7,684.75	3	303	25.36	63
1919	467.51	8,721	53	14	74	5.4		421.38	8,366	13	54	2.70	5.0		7,174.94	3	.....	.....	69
1920	788.33	12,838	69	15	95	6.1		375.22	9,006	19	39	1.65	4.2		8,631.75	3	350	24.66	91
1921	786.32	11,404	71	13	92	6.9		433.10	9,219	23	33	1.57	4.7		7,992.11	3	336	23.79	97
1922	869.79	16,773	74	19	96	5.1		630.79	17,305	25	58	2.10	3.6		8,422.87	3	332	25.37	431
Beaverton—																			
1915	1,484.62	.....	131	.....	.....	.....		1,149.67	.....	56	.....	.....	.....		456.74	5	.....	.....	192
1916	1,417.39	20,685	131	13	90	6.9	Flat	1,065.23	17,594	60	25	1.53	6.1	Flat	383 45	6	.....	.....	197
1917	1,482.00	20,945	148	13	89	7.1		1,041.84	18,162	51	28	1.58	5.7		650.02	7	36	18.06	206
1918	2,109.23	27,754	127	17	1.28	7.6		1,167.92	22,897	52	37	1.87	5.1		1,235.93	8	60	20.59	187
1919	2,818.75	39,920	142	23	1.65	7.1		1,318.27	36,495	53	57	2.07	3.6		1,608.86	8	69	23.32	203
1920	3,472.74	59,573	151	33	1.91	5.8		1,723.15	37,272	52	60	2.76	4.6		3,332.06	11	97	34.35	214
1921	3,908.27	53,580	159	28	2.05	7.3		2,155.25	38,316	55	58	3.27	5.6		3,790.32	13	125	30.32	227
1922	4,262.25	76,443	165	39	2.15	5.5		2,114.40	47,621	60	66	2.94	4.5		3,383.24	14	134	25.25	239
Beeton—																			
1918	268.41	.....	62	.....	.....	.....	11+15	144.29	.....	18	.....	.....	.....	11+15	905.60	2	.....	.....	82
1919	904.40	10,114	66	13	1.14	8.9		738.36	7,926	25	26	2.46	9.4		3,336.77	1	86	38.80	92
1920	1,284.55	13,050	76	14	1.41	9.8		906.28	10,137	28	30	2.70	8.9		3,740.12	2	86	43.49	106
1921	1,753.33	18,121	79	19	1.85	9.7		1,242.18	13,595	30	38	3.45	9.1		4,507.27	2	93	48.47	111
1922	2,107.96	22,921	89	21	1.97	9.4		1,408.90	15,718	29	45	4.05	9.0		3,802.85	3	90	42.25	121
Blenheim—																			
1917	2,256.70	30,314	212	12	89	7.4	10	2,113.67	28,786	84	29	2.09	7.3	10	47.40	3	.....	.....	299
1918	2,281.49	29,136	216	11	88	7.8		1,843.63	21,546	76	22	1.92	8.5		1,578.42	10	81	19.48	302
1919	2,998.75	45,345	259	15	97	6.6		2,541.02	46,942	85	46	2.49	5.4		3,178.87	9	135	23.55	353
1920	3,519.19	70,262	308	19	95	5.0		2,956.41	60,862	91	56	2.71	4.8		3,237.99	11	142	22.80	410
1921	4,396.96	69,897	359	16	1.02	6.3		3,638.77	69,641	93	62	3.25	5.2		3,832.93	11	150	25.55	463
1922	4,861.99	86,881	406	18	1.00	5.6		3,799.58	73,293	98	62	3.23	5.2		4,607.90	11	184	25.04	515
Bloomfield—																			
1920	1,184.19	12,063	76	13	1.30	9.8	None	607.68	6,283	15	35	3.38	9.7	None	1,000.32	4	36	27.79	95
1921	1,481.86	16,381	78	17	1.58	9.1		665.41	6,114	16	32	3.48	10.9		635.83	3	24	26.49	97
1922	1,585.28	18,410	88	17	1.50	8.8		736.46	7,390	19	32	3.23	10.0		789.12	4	26	30.35	111

* Domestic and Commercial Light Revenue not divided.

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per Kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Bolton—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$. c.	cents	cents	$ c.			$ c.	
1915	624.86	6,563	59	.....	.....	9.5		553.80	7,298	42	.....	.....	7.6		313.74	3	.....	.....	104
1916	926.86	9,322	70	12	1.20	9.9	10+25	882.26	13,081	36	28	1.88	6.7	10+25	3,947.32	4	.....	.....	110
1917	1,191.92	12,829	78	13	1.27	9.3		698.70	12,534	44	26	1.46	5.6		2,856.39	5	117	24.41	127
1918	1,262.21	12,072	80	12	1.33	10.0		791.76	12,997	44	24	1.49	6.1		3,882.39	5	110	35.25	129
1919	1,285.93	16,710	90	16	1.19	7.5		874.67	14,154	42	28	1.73	6.2		2,812.67	7	101	28.84	139
1920	1,450.23	19,690	97	17	1.24	7.4		1,380.69	18,262	43	31	2.34	7.6		4,060.05	9	143	28.39	149
1921	1,963.73	26,630	118	19	1.39	7.4		1,593.76	17,686	38	39	3.50	9.0		3,473.82	10	144	24.12	166
1922	2,154.22	27,989	119	20	1.51	7.6		1,310.13	13,980	40	29	2.73	9.4		4,185.85	8	156	26.83	315
Bothwell—																			
1915	230.61	.....	68	.....	.....	.....	Flat	191.21	.....	32	.....	.....	.....		.....	.....	.....	.....	100
1916	928.16	8,662	78	10	1.03	10.7		768.57	8,613	52	17	1.46	8.9	Flat	.....	.....	.....	.....	130
1917	1,085.92	9,890	86	10	1.05	10.9		825.43	8,877	45	16	1.53	9.3		1,500.00	2	.....	.....	133
1918	1,107.02	11,101	89	10	1.05	9.9		740.20	8,254	51	14	1.28	8.9		2,688.09	7	58	46.34	147
1919	1,359.99	15,415	94	14	1.21	8.8		1,015.60	15,262	53	24	1.60	6.7		6,291.48	10	128	49.15	157
1920	1,706.75	16,911	112	13	1.27	10.0		1,306.66	14,787	53	23	2.05	9.1		223.65	4	33	.....	169
1921	2,040.83	22,356	123	15	1.38	9.1		1,532.34	18,996	57	28	2.24	8.1		973.33	7	45	41.62	187
1922	2,257.72	30,281	143	18	1.31	7.2		1,407.11	21,322	48	37	2.44	6.6		6,511.40	15	161	40.44	206
Bradford—																			
1919	759.12	.....	60	.....	.....	.....	None	869.68	.....	40	.....	.....	.....	None	.....	.....	.....	.....	109
1920	1,727.98	105,352	89	10	1.62	16.0		1,350.90	17,940	47	32	2.39	7.5		428.61	2	16	26.79	138
1921	2,522.99	33,218	104	27	2.02	7.6		1,822.52	20,656	44	39	3.45	8.8		1,310.02	2	43	30.46	150
1922	3,032.09	40,024	129	26	1.96	7.5		1,844.21	21,801	47	39	3.27	8.4		1,370.88	2	43	31.88	178

Brampton—																				
1912	3,004.66	.....	409	.....	.....	.....	9+15	2,893.74	.....	104	.....	.....	.....	9+15	3,531.34	12	.....	.....	525
1913	5,617.61	.....	643	.....	.....	.....		3,986.65	.....	138	.....	.....	.....		10,557.72	16	.....	.....	797
1914	6,798.89	142,178	627	18	89	4.9		4,055.99	101,751	174	55	2.17	4.0		10,658.33	21	.....	.....	822
1915	6,860.48	159,435	691	20	86	4.3		4,053.56	116,717	174	56	1.94	3.5		11,624.83	21	.....	.....	88
1916	6,660.66	165,435	722	20	79	4.0		4,013.51	153,542	175	73	1.92	2.6		12,922.72	24	.....	.....	921
1917	7,369.15	244,218	771	27	82	3.0		4,185.97	164,055	162	81	2.09	2.6		18,107.41	27	837	21.65	960
1918	7,942.88	272,601	807	28	83	2.9		4,228.03	171,836	153	91	2.24	2.2		19,161.03	30	712	26.91	990
1919	8,818.83	328,391	846	32	85	2.7		4,503.94	205,838	180	95	2.09	2.2		14,403.89	32	765	18.83	1,058
1920	9,746.87	416,246	896	39	91	2.3		5,246.44	254,418	182	116	2.40	2.1		14,628.02	35	813	17.99	1,113
1921	12,186.84	544,838	964	47	1.05	2.2		5,659.49	279,256	189	23	2.50	2.0		13,311.10	35	829	16.06	1,188
1922	14,393.19	739,206	1,033	60	1.16	1.9		6,127.54	328,439	193	141	2.65	1.9		16,247.37	43	926	17.55	1,269
Brantford—																				
1914	7,103.77	148,427	1,184	.....	.....	4.8	8+13	5,392.87	166,469	300	.....	.....	3.6	8+13	647.69	11	.....	.....	1,495
1915	13,629.36	319,439	1,615	19	82	4.3		10,746.67	347,349	321	94	2.89	3.1		12,901.29	18	.....	.....	1,954
1916	17,504.44	468,324	2,056	21	79	3.7		10,530.19	419,933	334	107	2.68	2.5		24,213.00	26	.....	.....	2,316
1917	20,881.94	691,572	2,559	25	75	3.0		10,502.19	655,993	363	157	2.51	1.6		48,639.07	37	2,466	19.72	2,959
1918	26,060.42	1,162,002	2,936	35	79	2.2		9,861.64	568,537	361	130	2.27	1.7		54,748.03	40	2,798	19.56	3,337
1919	34,615.20	1,280,629	3,530	30	82	2.7		10,632.25	660,518	397	139	2.34	1.6		51,469.32	46	2,601	19.79	3,973
1920	44,754.95	2,630,164	3,938	56	95	1.6		10,938.10	945,417	434	165	2.00	1.2		70,609.16	58	3,592	19.65	4,430
1921	59,931.17	3,390,735	4,458	63	1.12	1.8		12,373.68	901,817	530	143	1.95	1.4		79,347.30	80	4,057	19.56	5,068
1922	73,887.64	3,948,531	4,861	68	1.27	1.9		17,127.73	648,274	556	97	2.56	2.6		91,285.54	84	5,590	16.33	5,501
Brantford Twp.—																				
1918	440.72	.....	250	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	250
1919	5,325.01	131,271	548	20	81	4.1		611.75	16,122	26	52	1.96	3.8		2,950.19	4	101	29.21	578
1920	6,277.87	146,541	391	31	1.34	4.3		670.44	17,434	22	66	2.54	3.8		4,226.65	4	165	25.62	417
1921	7,725.17	188,774	515	31	1.24	4.1		1,171.09	30,779	32	80	3.05	3.8		5,094.81	4	190	26.81	551
1922	10,417.45	308,934	492	51	1.72	3.3		1,538.66	68,542	36	168	3.77	2.2		5,260.09	5	203	25.91	533
Brigden—																				
1918	413.29	.....	41	.....	.....	.....	15	760.17	.....	37	.....	.....	.....	15	710.37	2	.....	.....	80
1919	625.14	6,817	47	12	1.11	9.2		1,080.00	11,433	36	27	2.50	9.5		3,289.96	3	79	41.64	86
1920	862.91	9,081	57	13	1.26	9.5		1,384.25	14,863	35	35	3.30	9.3		4,868.57	3	109	44.67	95
1921	1,174.28	12,900	71	15	1.38	9.1		1,276.89	16,937	38	37	2.80	7.5		4,115.94	3	116	35.48	112
1922	1,218.06	15,597	78	17	1.30	7.6		1,399.21	15,320	37	35	3.15	9.0		1,994.87	3	110	18.14	118

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Brechin—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1915	148.83	.....	13	.....	.....	.....	None	407.78	.....	14	.....	.....	.....	None	1,007.59	1	.....	.....	28
1916	172.42	1,836	16	11	1.02	9.4		404.70	5,370	20	28	2.00	7.5		1,153.32	1	.....	.....	37
1917	194.03	2,131	19	10	90	9.1		528.24	7,364	20	31	2.20	7.1		1,285.50	2	32	40.17	41
1918	277.18	2,631	22	10	1.12	10.5		552.35	8,177	24	30	2.09	6.7		1,555.32	2	35	44.43	48
1919	422.33	5,382	25	18	1.41	7.8		559.35	9,036	25	30	1.86	6.2		2,157.29	3	58	37.20	53
1920	596.76	7,484	24	26	2.07	8.0		707.93	8,909	21	35	2.81	7.9		1,646.15	2	60	27.44	47
1921	650.85	8,317	28	25	1.94	7.8		1,029.78	8,094	22	31	3.90	12.7		2,036.27	3	62	32.84	53
1922	862.55	10,488	32	27	2.25	8.3		991.84	11,567	23	42	3.59	8.5		1,419.77	2	35	40.56	57
Brockville—																			
1916	12,897.12	144,913	965	.....	.....	9.0	9	21,994.02	253,153	312	.....	.....	8.7	9	15,828.62	31	.....	.....	1,308
1917	14,507.95	152,066	1,018	13	1.22	9.5		22,907.56	246,940	378	59	5.54	9.3		30,744.84	49	631	48.72	1,445
1918	15,731.23	162,902	1,146	12	1.21	9.6		23,465.06	250,375	353	57	5.35	9.3		49,647.73	47	.....	.....	1,546
1919	18,510.68	234,923	1,339	15	1.15	7.9		22,816.26	310,515	370	70	5.14	7.3		37,013.69	56	902	41.04	1,765
1920	20,943.36	324,733	1,396	20	1.25	6.4		20,382.61	368,790	344	89	4.94	5.6		38,572.72	59	1,113	34.66	1,799
1921	27,780.61	382,226	1,542	21	1.50	7.3		24,960.63	399,529	350	95	5.94	6.2		43,864.40	65	1,210	36.25	1,957
1922	31,330.52	434,339	1,686	21	1.55	7.4		25,198.96	405,571	374	90	5.61	6.2		49,391.67	63	1,323	37.33	2,123
Burford—																			
1916	577.69	9,005	64	.....	.....	6.4	Flat	380.44	7,569	30	.....	.....	5.0	Flat	519.72	1	.....	.....	15
1917	834.73	11,519	79	13	98	7.2		837.51	13,262	34	34	2.18	6.3		549.31	1	25	21.98	914
1918	1,089.73	15,489	81	16	1.13	7.0		922.16	13,700	27	38	2.56	6.7		434.05	1	25	17.36	109
1919	1,330.31	18,769	100	17	1.10	7.0		1,064.23	17,680	32	46	2.77	6.0		543.25	1	25	21.73	133
1920	2,023.41	.....	115	.....	1.56	.....		1,194.81	.....	34	.....	3.02	.....		279.34	1	7	40.00	150
1921	2,817.52	31,375	127	21	1.84	8.9		1,673.49	18,555	37	42	3.77	9.0		132.50	2	4	33.12	166
1922	3,491.08	42,104	139	25	2.09	8.4		1,966.34	26,266	42	52	3.90	7.5		1,057.03	5	36	29.36	186

Burgessville—																			
1917	359.41	5,299	29	.....	.....	.....	None	115.15	1,506	9	.....	.....	.....	None	815.36	1	88	.....	39
1918	379.94	4,025	32	11	1.01	9.4		102.66	1,321	10	12	95	7.7		875.67	1	30	29.18	43
1919	423.05	5,623	37	13	95	7.5		127.43	1,375	10	11	1.06	9.3		643.88	1	28	22.99	48
1920	593.18	8,102	45	15	1.10	7.3		147.91	1,955	10	16	1.23	7.6		688.75	1	30	22.99	56
1921	756.62	8,281	44	16	1.43	9.1		288.50	2,615	12	18	2.00	11.0		821.31	1	30	27.38	57
1922	757.10	10,556	49	18	1.29	7.1		257.31	3,131	12	22	1.79	8.1		656.82	1	30	21.89	62
Caledonia—																			
1913	404.60	.....	17	.....	.....	.....	None	*	.....	16	.....	.....	.....		470.34	1	.....	.....	34
1914	880.54	.....	21	.....	.....	.....		*	.....	32	.....	.....	.....	None	188.54	1	.....	.....	54
1915	265.62	4,618	24	16	98	5.4		950.38	18,325	33	47	2.44	5.4		138.42	1	.....	.....	58
1916	263.39	4,800	27	16	86	5.5		777.38	20,000	37	47	1.85	4.0		519.82	3	.....	.....	67
1917	283.63	5,500	33	13	79	5.2		786.20	22,800	38	50	1.72	3.4		777.85	4	48	16.21	.....
1918	354.98	7,256	40	16	82	4.8		807.14	19,464	42	42	1.68	4.1		922.18	4	33	27.94	86
1919	453.53	9,106	44	17	86	5.0		907.76	24,929	45	46	1.68	3.7		733.31	8	40	18.33	97
1920	671.96	19,407	60	28	93	3.4		1,155.64	44,932	49	76	1.97	2.6		989.23	9	71	14.00	118
1921	994.76	20,634	76	23	1.09	4.8		1,584.02	61,357	55	93	2.40	2.6		1,139.37	7	72	15.82	138
1922	1,202.16	33,960	91	31	1.10	3.5		1,731.70	61,842	60	86	2.41	2.8		958.20	7	77	12.44	158
Cannington—																			
1915	1,599.40	.....	135	.....	.....	.....		1,120.04	.....	65	.....	.....	.....		464.26	6	.....	.....	206
1916	1,720.25	25,049	150	15	1.00	6.9	12.5	973.63	13,808	73	17	1.17	7.1	12.5	462.47	7	.....	.....	230
1917	2,040.39	29,390	137	17	1.19	6.9		936.22	19,722	70	23	1.10	4.7		495.80	7	45	11.02	214
1918	2,264.80	40,160	143	24	1.34	5.6		917.90	16,741	64	20	1.14	5.4		726.87	9	48	15.14	216
1919	2,656.21	53,287	162	27	1.37	5.0		1,437.51	24,496	63	33	1.90	5.9		786.09	9	64	12.28	234
1920	3,713.43	73,365	176	35	1.76	5.1		2,042.35	24,518	68	30	2.34	8.3		1,132.55	10	70	16.18	254
1921	4,384.72	61,107	182	28	2.01	7.2		2,398.50	32,801	70	39	2.85	7.3		1,207.13	11	69	17.49	263
1922	4,563.79	97,542	189	43	2.01	4.7		2,491.41	30,794	67	38	3.10	8.2		1,074.84	10	71	15.14	266
Carleton Place—																			
1920	8,241.32	210,676	636	28	1.08	3.9	6	6,835.20	229,583	144	133	3.95	3.0	6	17,787.06	18	647	27.49	798
1921	11,854.98	296,188	664	37	1.49	4.0		7,974.78	193,141	150	107	4.43	4.1		20,531.28	13	709	28.96	827
1922	12,654.99	249,425	713	29	1.48	5.1		7,206.47	143,660	160	75	3.75	5.0		23,811.52	14	800	29.76	887
Chesley—																			
1917	2,122.78	25,792	185	12	95	8.2	Flat	1,971.03	30,058	81	31	.....	.....	Flat	1,725.38	10	64	26.96	276
1918	2,348.43	32,368	202	14	1.01	7.2		2,071.77	37,126	78	39	2.17	5.5		2,846.85	13	104	27.37	293
1919	2,975.29	46,212	226	17	1.10	6.4		2,679.48	46,369	81	48	2.76	5.8		4,642.70	15	169	27.47	322
1920	4,000.52	68,967	259	22	1.29	5.8		2,943.77	50,415	83	51	2.96	5.8		7,364.09	15	207	35.58	357
1921	5,352.03	84,811	269	26	1.66	6.3		3,523.13	49,937	90	46	3.26	7.0		7,717.82	14	215	35.89	373
1922	5,894.11	84,407	282	25	1.74	7.0		4,301.33	59,095	92	54	3.90	7.2		8,823.91	16	243	36.31	390

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per Kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Chatham—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1915	5,581.54	110,552	949	.....	.....	5.5	8+25	2,806.81	81,805	180	.....	.....	3.4	8+25	449.70	7	.....	.....	1,136
1916	10,155.37	176,508	1,171	14	80	5.8		7,427.36	174,204	215	81	3.48	4.3		3,766.37	25	.....	.....	1,401
1917	13,245.86	257,773	1,261	18	91	5.1		10,633.12	249,739	271	86	3.65	4.3		16,573.93	46	654	25.34	1,578
1918	14,124.28	371,827	1,309	24	91	3.8		12,102.91	381,388	265	118	3.76	3.1		35,750.36	35	1,269	28.17	1,609
1919	16,019.69	474,303	1,432	28	93	3.4		12,994.41	434,425	280	129	3.87	3.0		38,069.64	38	1,371	27.77	1,750
1920	43,039.25	1,175,474	3,360	29	1.07	3.7		27,592.06	801,594	572	115	4.02	3.4		62,829.08	87	2,316	33.78	4,019
1921	48,442.47	1,524,750	3,442	37	1.17	3.2		31,165.17	945,133	636	122	4.08	3.3		72,338.56	130	2,957	24.46	4,208
1922	52,252.33	1,657,651	3,540	39	1.23	3.1		33,091.92	1,047,783	745	117	3.70	3.2		77,861.75	131	3,072	25.35	4,416
Chatsworth—																			
1917	379.96	4,256	37	10	87	8.9	None	253.75	3,980	23	14	92	6.4	None	.....	.....	.....	.....	60
1918	445.83	5,409	41	11	95	8.2		259.74	3,542	24	13	92	7.3		726.12	1	30	24.20	66
1919	601.96	.....	46	.....	1.09	.....		288.85	5,594	20	23	1.20	5.2		622.58	1	23	27.05	67
1920	724.34	9,279	50	15	1.21	7.8		579.22	7,959	28	24	1.72	7.3		298.26	1	30	.....	79
1921	985.81	10,999	52	18	1.58	9.0		786.28	8,386	27	26	2.43	9.4		619.31	1	30	20.64	80
1922	1,180.48	12,419	52	20	1.89	9.4		789.95	7,737	28	23	2.35	10.2		573.88	1	30	19.13	81
Chesterville—																			
1914	530.13	7,672	68	.....	.....	6.9	None	791.67	10,176	35	.....	.....	7.7	None	.....	.....	.....	.....	103
1915	919.27	12,663	85	14	1.00	7.2		1,187.54	12,104	49	21	2.06	9.8		.....	.....	.....	.....	134
1916	1,490.99	15,779	89	17	1.43	9.4		1,240.56	15,179	47	26	2.12	8.2		177.55	1	.....	.....	137
1917	1,505.16	18,395	87	17	1.42	8.2		1,226.80	15,360	45	28	2.18	7.9		2,134.49	2	53	40.27	134
1918	1,485.76	21,485	96	19	1.35	6.9		2,025.36	32,975	48	59	3.63	6.1		3,520.13	2	95	37.05	146
1919	1,815.29	40,414	115	28	1.31	4.7		2,501.13	46,706	39	98	5.34	5.4		3,984.91	2	124	32.13	156
1920	2,618.21	39,488	126	26	1.73	6.6		3,085.60	47,642	47	84	5.47	6.5		6,955.75	2	186	37.40	175
1921	3,559.07	45,564	143	27	2.07	7.8		2,923.10	.....	56	.....	4.35	.....		6,133.40	3	183	.....	202
1922	3,955.40	50,992	151	28	2.18	7.7		2,862.69	36,123	52	55	4.41	7.9		5,460.28	3	141	38.72	206

Chippawa—																			
1920	2,078.72	39,243	116	40	2.14	5.3	None	269.76	.....	23	.....	1.40	.....	None	.....	.....	.....	.....	139
1921	2,932.89	70,746	144	41	1.70	4.1		723.18	11,910	26	38	2.32	6.1		.....	.....	.....	.....	170
1922	3,373.63	75,044	172	36	1.63	4.4		706.82	14,871	34	41	1.96	4.7		1,487.77	3	60	24.80	209
Clinton—																			
1914	2,023.70	21,466	179	.....	.....	9.4	10+25	2,028.08	24,696	111	.....	.....	8.2	10+25	1,255.33	7	.....	.....	297
1915	2,930.57	36,598	204	16	1.28	8.2		3,068.63	40,234	110	20	2.31	7.6		2,018.24	6	.....	.....	320
1916	3,161.29	41,986	211	17	1.27	7.5		3,064.37	41,205	122	31	2.30	7.4		2,498.64	7	.....	.....	330
1917	3,220.73	40,965	246	15	1.19	7.9		2,654.30	34,471	115	25	1.92	7.7		2,348.15	7	74	31.73	368
1918	3,536.08	60,774	258	20	1.16	5.8		2,311.42	40,289	121	28	1.63	5.7		3,655.01	10	114	32.06	389
1919	4,447.04	78,737	276	24	1.34	5.6		3,044.93	54,665	124	37	2.05	5.5		4,589.74	11	142	32.32	411
1920	5,013.77	105,302	332	26	1.26	4.8		3,586.69	65,248	140	39	2.13	5.5		4,652.31	11	144	32.31	483
1921	6,045.27	120,135	361	28	1.40	5.0		4,064.94	71,139	130	46	2.61	5.7		3,957.98	11	142	27.87	502
1922	6,478.04	132,243	388	28	1.39	4.8		4,125.00	82,609	131	53	2.64	4.9		4,257.12	11	143	29.77	530
Coldwater—																			
1913	405.43	.....	48	.....	.....	.....	None	330.25	.....	132	.....	.....	.....	None	247.19	1	.....	.....	81
1914	853.56	12,466	62	19	1.30	6.8		589.85	10,382	39	24	1.40	5.7		617.26	2	.....	.....	103
1915	874.94	16,706	66	21	1.15	5.3		703.35	13,686	37	31	1.54	5.1		363.88	2	.....	.....	105
1916	977.62	16,599	70	20	1.20	5.9		848.82	16,644	39	36	1.85	5.1		247.91	2	.....	.....	111
1917	984.41	22,186	75	25	1.09	4.4		640.85	15,939	39	34	1.37	4.0		182.39	1	20	.....	115
1918	1,078.94	18,058	79	19	1.16	5.9		687.48	12,857	38	28	1.48	5.3		531.90	2	33	16.12	119
1919	1,134.84	21,530	131	14	72	5.2		680.02	14,697	43	29	1.32	4.5		1,064.00	3	71	14.99	177
1920	1,415.14	28,034	87	27	1.36	5.0		1,054.87	21,905	47	39	1.87	4.8		1,548.42	4	85	18.22	138
1921	1,705.16	28,927	87	28	1.63	5.9		1,306.92	19,726	47	35	2.32	6.6		2,079.61	4	102	20.39	138
1922	1,959.10	34,092	97	30	1.77	5.7		1,415.30	19,955	46	35	2.51	7.0		2,575.81	6	112	23.00	149
Collingwood—																			
1913	7,013.66	83,406	477	.....	.....	8.4	11+10	9,362.17	108,676	220	.....	.....	8.4	11+10	896.72	18	.....	.....	715
1914	7,857.86	103,598	554	16	1.27	7.6		7,555.54	123,276	232	46	2.78	6.1		5,165.39	21	.....	.....	807
1915	7,094.27	118,336	622	17	1.00	6.0		5,688.26	116,583	233	42	2.04	4.9		9,527.70	26	.....	.....	881
1916	8,320.44	162,464	714	20	1.04	5.1		6,213.86	163,956	243	58	2.18	3.8		23,152.41	33	.....	.....	989
1917	8,734.98	243,070	835	26	94	3.6		5,398.59	189,485	236	66	1.99	2.8		38,989.24	41	1,558	25.04	1,112
1918	11,145.94	257,082	919	24	1.05	4.3		6,287.25	226,399	234	80	2.23	2.7		53,323.26	49	2,149	24.77	1,202
1919	11,510.41	431,071	1,007	37	95	2.7		6,080.21	272,538	235	97	2.17	2.2		32,037.22	50	1,498	21.39	1,292
1920	13,999.34	523,185	1,077	40	1.08	2.7		7,121.77	305,199	242	105	2.45	2.3		26,092.24	52	1,654	15.78	1,371
1921	16,194.56	626,471	1,138	43	1.19	2.7		8,511.75	310,447	246	105	2.88	2.7		18,710.63	53	853	21.94	437
1922	18,019.16	655,716	1,183	47	1.30	2.7		9,843.69	392,532	248	132	3.32	2.5		28,899.13	60	1,193	24.22	1,491

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers

Municipality / Year	Domestic light							Commercial light							Power				
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	Total number of consumers
Comber—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.	$ c.	kw-hr	$ c.	cents	cents	$ c.			$ c.	
1915	214.87	3,181	33	.....	.....	6.8	None	274.49	3,497	33	.....	.....	7.8	None	.....	.....	.....	.....	66
1916	538.57	5,894	37	14	1.32	9.1		678.58	6,729	37	15	1.50	10.1		.....	.....	.....	.....	74
1917	541.45	6,542	39	14	1.19	8.3		689.59	7,245	36	17	1.60	9.5		.....	.....	.....	.....	75
1918	585.12	6,613	41	14	1.22	8.6		625.91	6,108	35	14	1.47	10.2		.....	.....	.....	.....	76
1919	740.75	8,609	48	15	1.29	8.6		865.75	9,253	40	19	1.80	9.4		.....	.....	.....	.....	88
1920	958.81	12,974	62	20	1.45	7.4		1,106.74	11,542	40	24	2.30	9.5		4,824.67	2	78	61.85	104
1921	1,275.54	15,852	68	20	1.65	8.0		1,289.89	16,024	40	38	2.69	8.1		5,294.15	2	92	57.54	110
1922	1,472.95	17,892	74	20	1.73	8.2		1,549.37	19,656	42	40	3.15	7.8		4,555.20	2	77	59.16	118
Cookstown—																			
1918	259.56	.....	42	.....	.....	.....	None	82.15	.....	12	.....	.....	.....	None	754.50	1	.....	.....	55
1919	806.46	12,488	61	17	1.10	6.5		263.18	4,069	19	18	1.15	6.4		1,335.27	1	40	33.38	81
1920	1,388.97	18,047	71	21	1.63	7.7		468.63	5,809	21	23	1.86	8.1		1,669.48	1	40	41.74	93
1921	1,797.47	20,562	76	23	1.96	8.7		705.24	8,093	23	28	2.39	8.7		1,890.50	2	41	46.10	101
1922	1,965.07	22,020	80	23	2.09	8.8		700.17	8,095	25	28	2.43	8.6		1,207.01	1	26	46.42	106
Creemore—																			
1915	699.81	6,399	78	.....	.....	10.9	Flat	937.84	7,653	59	.....	.....	12.2	Flat	939.20	1	.....	.....	138
1916	922.41	9,678	78	14	1.00	7.2		1,041.90	18,745	44	15	1.72	11.9		1,151.96	2	.....	.....	132
1917	973.25	9,257	69	11	1.11	10.5		1,124.74	11,105	55	19	1.91	10.1		1,210.57	3	54	22.42	127
1918	1,070.46	10,159	88	10	1.13	10.4		1,098.57	10,328	51	16	1.72	10.6		1,357.87	3	54	25.14	142
1919	1,229.29	10,812	93	10	1.11	11.1		1,302.94	12,642	53	20	2.05	10.4		1,392.15	5	62	22.45	151
1920	1,448.31	15,168	130	10	93	9.3		1,413.24	14,558	52	23	2.26	9.7		1,516.26	6	68	22.30	188
1921	1,808.03	.....	111	.....	1.36	.....		1,683.94	19,383	55	29	2.39	8.7		1,422.65	6	69	20.62	172
1922	1,811.54	19,254	122	14	1.30	9.4		1,506.73	17,375	59	25	2.20	8.6		1,425.85	6	65	21.94	187

Dashwood—																				
1918	432.06	3,742	31	8	92	11.5	Flat	311.16	2,780	15	12	1.38	11.0	Flat	2,386.71	1	46	51.88	47
1919	462.51	4,539	35	11	1.10	10.2		373.22	3,054	18	14	1.73	12.2		2,052.60	2	53	38.73	55
1920	578.84	6,017	39	13	1.26	9.6		408.21	3,870	21	15	1.62	10.1		1,524.60	2	52	29.32	62
1921	662.20	7,502	43	14	1.20	8.8		484.77	3,616	22	12	1.84	13.4		1,626.21	2	54	30.11	67
1922	806.68	8,816	46	16	1.52	9.1		648.38	5,875	24	21	2.34	11.0		1,297.43	2	50	25.95	72
Delaware—																				
1915	146.16	.....	22	.....	.....	.....	None	114.18	.....	10	.....	.....	.....	None	.....	1	.....	.....	33
1916	354.60	2,835	23	11	1.35	12.5		141.64	1,823	12	14	1.07	7.8		.....	.....	.....	.....	35
1917	260.94	2,596	24	9	91	10.1		203.25	1,947	12	14	1.21	10.5		.....	.....	.....	.....	36
1918	277.27	3,472	31	10	84	7.9		177.94	1,960	6	18	1.64	9.0		.....	.....	.....	.....	37
1919	457.11	3,799	32	10	1.19	11.0		156.00	1,781	11	16	1.18	11.0		.....	.....	.....	.....	43
1920	852.14	6,285	34	15	2.09	13.5		171.50	2,962	11	22	1.28	5.8		.....	.....	.....	.....	45
1921	822.74	10,545	42	21	1.63	7.8		505.52	3,987	12	28	3.51	12.7		.....	.....	.....	.....	54
1922	840.90	10,996	45	21	1.63	7.6		652.53	4,746	7	39	5.43	13.7		.....	.....	.....	.....	52
Dereham Twp.—																				
1922	1,669.78	.....	.....	.....	.....	.....		729.12	.....	.....	.....	.....	.....		5,765.90	.....	.....	.....	.....
Dorchester—																				
1915	579.23	6,840	61	.....	.....	8.5	None	309.88	4,806	18	.....	.....	6.4	None	287.95	2	.....	.....	81
1916	613.03	7,329	61	10	1.84	8.4		275.82	4,879	16	19	1.35	5.7		667.93	2	.....	.....	79
1917	768.08	10,046	70	13	98	7.6		177.25	2,583	11	17	1.14	6.9		314.48	2	.....	.....	83
1918	810.17	9,895	76	11	92	8.1		188.33	2,710	13	18	1.30	6.9		34.81	1	.....	.....	90
1919	1,043.54	11,187	84	11	1.04	9.3		281.20	2,985	14	18	1.67	9.4		47.14	2	.....	.....	100
1920	1,274.20	14,260	96	12	1.11	8.9		345.51	5,428	15	30	1.92	6.4		398.94	3	.....	.....	144
1921	1,511.61	23,328	97	20	1.28	6.5		473.05	.....	15	.....	.....	.....		544.88	3	37	.....	115
1922	1,717.89	25,175	109	20	1.39	6.8		613.24	9,244	16	51	3.40	6.6		1,203.65	4	73	16.49	129
Drayton—																				
1918	942.09	.....	83	.....	.....	.....	Flat	580.32	.....	40	.....	.....	.....	Flat	1,256.17	2	.....	.....	125
1919	1,431.29	11,060	89	11	1.34	12.9		973.35	7,450	42	15	1.93	13.1		1,542.15	1	43	35.86	132
1920	1,582.55	20,312	110	15	1.20	7.8		1,250.48	15,960	30	44	3.47	7.8		54.57	2	28	34.09	142
1921	1,925.38	25,263	106	20	1.58	7.6		1,337.86	19,850	42	40	2.68	6.7		1,223.58	2	37	33.07	.....
1922	2,078.59	33,421	117	25	1.56	6.2		1,588.41	27,843	33	61	3.48	5.7		1,566.95	2	.....	.....	152
Dresden—																				
1915	1,093.68	.....	185	.....	.....	.....		1,223.25	.....	109	.....	.....	.....		.....	.....	.....	.....	294
1916	1,995.51	26,473	197	12	87	7.5	Flat	1,986.21	30,352	106	24	1.54	6.5	Flat	.....	.....	.....	.....	303
1917	2,158.62	28,977	206	12	87	7.4		1,983.96	28,874	105	23	1.57	6.9		102.04	1	5	20.58	312
1918	2,308.18	31,560	209	12	92	7.3		2,254.48	31,305	107	24	1.77	7.2		1,198.59	2	55	21.79	318
1919	2,711.78	40,529	236	14	97	6.7		2,730.58	44,775	109	34	2.09	6.1		5,749.20	7	156	36.85	352
1920	3,165.58	49,650	244	17	1.08	6.4		2,941.56	52,213	106	41	2.31	5.6		6,765.64	8	206	32.84	358
1921	3,475.26	60,061	256	20	1.13	5.8		2,808.43	59,402	107	46	2.19	4.7		5,711.52	12	223	25.61	375
1922	3,596.86	64,325	273	20	1.13	5.5		2,925.60	66,439	113	50	2.21	4.4		4,454.51	13	188	23.69	399

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				Total number of consumers
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per Kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Drumbo—		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
	1915	304.49	.....	40	.....	.....	.....	None	288.99	.....	30	.....	.....	.....	None	159.85	1	.....	.....	71
	1916	340.75	4,481	35	10	77	7.5		277.43	3,718	22	15	1.12	7.6		116.57	.....	.....	.....	57
	1917	350.11	4,298	38	10	81	8.1		301.20	4,084	22	15	1.14	7.4		.....	.....	.....	.....	60
	1918	392.90	4,592	44	9	79	8.5		299.10	3,923	22	14	1.13	7.6		43.15	1	2	21.57	76
	1919	525.50	6,384	48	11	91	8.2		464.76	6,525	23	25	1.70	7.1		199.96	1	10	20.00	72
	1920	722.83	7,484	53	12	1.13	9.6		674.50	8,686	24	30	2.34	7.8		109.84	1	6	18.30	78
	1921	949.84	8,490	54	13	1.47	11.2		671.94	8,500	24	29	2.33	7.9		312.34	1	.....	.....	79
	1922	1,097.50	13,063	76	17	1.40	8.4		717.78	9,807	21	35	2.60	7.3		380.12	1	10	38.01	98
Dublin—																				
	1918	126.62	.....	9	.....	.....	.....	None	257.07	.....	17	.....	.....	.....	None	959.99	2	.....	.....	28
	1919	186.54	2,400	13	15	1.20	7.8		352.06	4,660	18	22	1.63	7.6		826.23	2	29	28.49	33
	1920	393.82	5,312	21	21	1.56	7.4		423.54	5,249	15	28	2.35	8.4		1,095.00	3	34	32.21	39
	1921	503.50	5,920	21	23	1.99	8.5		562.44	5,816	19	24	2.47	9.7		1,172.31	2	37	31.68	43
	1922	574.41	7,599	20	31	2.39	7.5		664.68	6,929	22	28	2.76	9.5		1,027.27	3	32	32.10	45
Dundalk—																				
	1916	924.30	.....	88	.....	.....	.....	Flat	960.58	.....	63	.....	.....	.....	Flat	618.52	2	.....	.....	153
	1917	926.52	12,065	80	12	92	7.7		872.71	12,718	76	15	1.05	6.9		876.00	4	27	.....	160
	1918	942.02	14,698	91	14	91	6.1		822.35	13,053	60	16	1.01	6.3		1,772.75	4	82	21.61	155
	1919	1,024.86	16,892	99	14	86	6.1		951.61	17,053	71	20	1.12	5.6		2,306.00	4	94	24.54	174
	1920	1,328.45	19,775	99	17	1.12	6.7		1,284.67	21,418	75	24	1.43	6.0		2,208.80	3	85	25.99	177
	1921	1,597.79	18,834	106	15	1.24	8.5		1,680.40	29,030	77	31	1.82	5.8		2,558.03	3	84	30.45	186
	1922	1,869.84	22,767	115	17	1.41	8.2		1,821.35	34,348	75	37	1.99	5.3		2,328.20	3	77	30.24	193

Dundas—																			
1913	3,045.85	.....	377	.....	.....	.....	10+25	4,193.27	.....	134	.....	.....	.....	10+25	3,070.40	27	.....	.....	538
1914	5,349.24	92,168	520	19	99	5.8		4,198.64	119,947	153	69	2.44	3.5		4,305.96	30	.....	.....	703
1915	6,139.97	128,600	613	19	90	4.8		4,310.96	157,477	160	84	2.29	2.7		6,930.54	37	.....	.....	810
1916	6,925.46	146,710	673	19	89	4.8		4,714.78	179,151	168	91	2.39	2.6		10,915.58	35	.....	.....	876
1917	8,335.64	217,654	783	25	95	3.8		4,190.60	154,950	175	75	2.04	2.7		10,284.87	38	659	15.61	996
1918	9,361.34	262,147	861	26	95	4.4		4,428.66	192,116	170	92	2.14	2.3		9,077.00	42	590	15.38	1,073
1919	10,447.60	255,119	631	34	1.40	4.1		5,111.72	213,941	145	123	2.77	2.3		13,861.02	38	839	16.52	814
1920	8,244.97	423,784	754	47	91	1.9		5,239.16	259,955	158	137	2.76	2.0		21,725.24	42	1,128	19.26	954
1921	11,047.75	426,368	848	42	1.09	2.6		6,174.18	276,662	170	136	3.03	2.2		21,717.63	50	1,074	20.22	1,068
1922	12,521.50	507,524	942	47	1.16	2.4		6,386.36	270,767	170	132	3.13	2.3		24,467.72	53	1,265	19.34	1,165
Dunnville—																			
1918	3,200.84	26,019	143	.....	.....	.....	Flat	3,576.93	47,778	108	.....	.....	.....	Flat	641.00	7	49	....	258
1919	2,540.80	62,366	171	30	1.24	4.1		5,352.52	128,280	134	80	3.33	4.2		4,649.29	15	182	25.55	320
1920	3,227.66	69,303	205	28	1.31	4.6		6,115.30	158,031	141	93	3.61	3.9		5,832.55	16	228	25.58	362
1921	3,982.33	88,049	242	30	1.37	4.5		6,971.57	192,158	142	113	4.09	3.6		5,881.01	17	233	25.24	401
1922	5,213.57	106,758	290	33	1.63	4.8		8,419.06	204,164	157	113	4.67	4.1		7,359.76	18	255	28.86	465
Durham—																			
1916	1,518.72	17,091	155	.....	.....	8.9	Flat	1,057.33	13,949	67	.....	.....	8.8	Flat	.....	.....	.....	.....	222
1917	1,619.86	12,821	170	6	79	12.6		954.19	21,855	71	26	1.12	4.3		30.00	1	.....	.....	242
1918	1,812.80	20,682	183	9	85	8.7		1,067.28	16,616	82	19	1.24	6.4		782.44	1	50	15.68	266
1919	2,168.82	29,500	200	12	90	7.4		1,486.18	27,215	83	24	1.50	6.3		713.92	1	50	14.27	284
1920	3,095.24	45,075	223	17	1.15	6.7		2,182.30	37,720	86	37	2.11	5.8		2,430.41	6	116	20.95	316
1921	4,071.98	60,400	252	20	1.35	6.7		2,774.44	40,596	87	39	2.66	6.8		8,893.04	8	280	31.77	347
1922	4,480.34	63,225	273	20	1.42	7.0		3,068.96	49,900	89	47	2.90	6.1		14,269.06	8	392	36.40	370
Dutton—																			
1915	318.85	3,970	108	.....	.....	8.0	Flat	206.59	2,818	43	.....	.....	7.3	Flat	.....	1	.....	.....	152
1916	1,353.04	17,243	112	13	1.03	7.8		960.27	13,256	52	23	1.34	7.2		135.31	1	.....	.....	165
1917	1,381.08	17,710	114	13	1.02	7.8		967.98	15,954	54	26	1.49	6.7		73.76	1	10	.....	169
1918	1,420.59	18,079	127	12	98	7.8		1,007.14	15,728	62	22	1.44	6.4		1,001.85	3	45	22.26	192
1919	1,640.83	23,705	139	14	99	6.9		1,105.10	20,094	70	24	1.32	5.5		2,539.93	3	83	30.60	212
1920	1,835.49	26,088	155	14	99	7.0		1,324.59	25,045	71	29	1.73	5.3		2,359.98	3	89	26.52	229
1921	2,035.51	38,559	159	20	1.07	5.3		1,410.52	32,815	75	40	1.57	4.0		2,483.44	3	93	26.70	237
1922	2,163.68	46,781	172	23	1.09	4.6		1,498.41	35,878	73	40	1.68	4.1		2,547.27	4	98	25.99	249

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer; Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Elmira—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1914	1,908.41	20,875	158	.....	.....	9.5	11.4+	2,020.81	28,490	65	.....	.....	7.1	11.4+	1,876.49	8	.....	.....	231
1915	2,059.11	27,576	185	13	1.00	7.5	10	1,674.44	28,368	85	32	1.85	5.9	1	2,801.33	10	.....	.....	280
1916	2,211.16	30,817	233	12	88	7.2		1,665.69	35,515	92	33	1.56	4.7		3,635.22	12	.....	.....	338
1917	2,383.62	38,918	238	14	84	6.1		1,854.61	47,159	91	43	1.70	3.9		3,613.47	13	162	22.31	342
1918	2,701.28	51,735	243	17	93	5.2		1,988.36	54,317	89	50	1.84	3.6		4,277.44	14	169	25.31	346
1919	3,206.49	68,574	269	21	98	4.7		2,207.99	68,820	79	73	2.33	3.2		4,621.96	13	196	23.58	361
1920	4,582.08	123,941	313	33	1.22	3.7		2,821.51	82,169	94	73	2.50	3.4		6,117.79	15	235	26.03	422
1921	5,990.36	191,037	348	46	1.43	3.1		3,082.61	95,700	98	81	2.62	3.2		8,020.20	22	416	19.28	468
1922	7,142.86	270,347	383	61	1.63	2.6		4,014.00	103,874	98	88	3.41	3.8		11,132.93	21	453	24.58	502
Elmvale—																			
1913	284.34	.....	52	.....	.....	.....	None	358.60	.....	52	.....	.....	.....	None	.....	1	.....	.....	105
1914	673.18	6,856	57	10	1.03	9.9		896.11	15,402	48	25	1.49	5.8		438.38	2	.....	.....	107
1915	704.12	7,728	78	10	87	9.1		778.93	16,193	64	25	1.16	3.9		1,186.44	2	.....	.....	144
1916	816.74	10,562	81	11	85	7.7		736.74	18,644	62	25	97	5.0		1,043.96	3	.....	.....	146
1917	881.20	11,868	89	11	86	7.4		696.79	13,041	61	19	95	5.3		810.96	3	.....	.....	153
1918	941.28	12,895	91	11	87	7.2		873.52	16,755	57	23	1.23	5.2		3,699.00	4	159	23.26	152
1919	1,027.05	13,781	98	12	87	7.2		1,030.63	18,028	57	26	1.51	5.8		3,860.83	5	145	26.63	160
1920	1,313.94	16,383	101	13	1.08	8.0		1,120.45	22,548	63	30	1.48	4.9		3,722.19	5	149	24.98	169
1921	1,491.09	17,927	100	15	1.24	8.3		1,501.27	21,738	64	28	1.96	6.9		4,239.56	7	168	25.24	171
1922	1,628.91	22,950	109	18	1.30	7.1		1,437.30	27,523	59	37	1.96	5.2		3,796.04	10	153	24.81	178
Elmwood—																			
1918	282.62	.....	30	.....	.....	.....	None	83.93	.....	15	.....	.....	.....	None	896.32	1	.....	.....	46
1919	467.59	6,266	32	16	1.22	7.5		196.91	2,858	17	14	96	6.9		1,429.31	1	47	30.41	50
1920	592.57	7,950	33	20	1.50	7.4		351.78	5,273	19	24	1.63	6.8		1,514.17	1	46	33.00	53
1921	762.83	8,570	38	19	1.67	8.9		545.58	5,970	17	29	2.67	9.1		1,802.31	1	47	38.35	56
1922	792.14	8,528	35	20	1.83	9.2		528.92	5,710	19	26	2.44	9.2		1,345.94	1	38	35.42	55

Elora—																				
1915	1,044.49	14,009	89	.....	.....	7.4	10+25	1,820.07	25,431	60	.....	.....	7.1	10+25	197.78	1	.....	.....	150
1916	1,253.03	20,500	105	18	1.08	6.1		1,828.25	27,945	63	38	2.48	6.5		972.12	2	.....	.....	170
1917	1,400.12	31,600	123	23	1.02	4.4		1,937.30	40,200	64	52	2.52	4.8		3,640.75	2	120	30.34	189
1918	1,537.70	28,173	134	18	99	5.4		1,765.65	34,357	59	46	2.39	5.1		5,087.10	2	162	31.40	195
1919	1,809.72	34,910	139	21	1.09	5.2		2,093.34	45,935	65	59	2.65	4.5		7,440.12	3	242	30.74	207
1920	2,256.60	49,514	186	22	1.01	4.6		2,362.02	57,754	70	69	2.81	4.1		6,997.35	3	212	33.01	259
1921	2,590.55	61,731	205	25	1.05	4.2		2,394.68	52,436	68	64	2.94	4.6		6,144.11	3	215	28.58	276
1922	3,407.43	74,104	246	27	1.26	4.6		2,902.98	69,703	70	84	3.50	4.1		8,386.26	3	264	31.77	319
Embro—																				
1915	400.50	.....	65	.....	.....	.....	None	489.67	.....	30	.....	.....	.....	None	.....	.....	.....	.....	95
1916	633.95	5,690	58	7	85	11.1		598.41	10,333	29	29	1.66	5.8		155.54	2	.....	.....	89
1917	664.53	5,391	60	8	94	12.3		522.37	6,322	31	18	1.45	8.2		132.76	2	.....	.....	93
1918	708.60	6,811	64	9	95	10.4		603.76	5,708	36	14	1.50	10.5		267.29	3	13	20.56	103
1919	963.98	10,443	66	13	1.22	9.2		809.77	8,631	35	20	1.93	9.4		979.29	3	34	28.80	104
1920	1,189.47	11,670	71	14	1.40	10.0		1,073.32	8,358	31	22	1.88	12.8		1,722.08	3	51	33.72	105
1921	1,512.70	13,012	73	15	1.73	11.6		1,234.16	10,559	36	24	2.86	11.7		1,930.84	3	50	38.62	112
1922	1,601.30	14,321	81	16	1.73	11.1		1,385.94	10,931	31	27	3.49	12.6		1,712.69	3	48	35.68	115
Etobicoke Twp.—																				
1918	16,081.39	.....	.....	.....	.....	.....	8+25	1,816.74	.....	.....	.....	.....	.....	8+25	5,027.80	.....	.....	.....	.....	.....
1919	11,905.18	.....	864	.....	.....	.....		1,567.41	.....	60	.....	.....	.....		5,010.68	13	236	21.23	937
1920	17,352.35	129,700	1,140	.....	.....	.....		1,985.92	40,600	77	.....	.....	.....		5,078.76	12	253	20.07	1,229
1921	21,326.96	441,178	1,515	24	1.17	4.8		2,734.25	56,592	83	57	2.74	4.8		5,076.25	14	295	17.21	1,612
1922	29,162.15	639,888	2,166	28	1.32	4.5		3,737.70	116,924	130	91	2.93	3.2		6,019.24	14	295	20.40	2,310
Exeter—																				
1917	2,030.27	25,524	170	13	99	7.9	10+25	1,784.53	21,152	87	20	1.71	8.4	10+25	2,363.60	3	92	25.69	260
1918	2,327.79	29,434	187	14	1.10	7.9		1,803.63	21,753	84	21	1.75	8.2		4,163.70	3	140	29.74	274
1919	2,806.26	41,835	211	16	1.11	6.9		2,383.33	30,522	88	29	2.26	7.8		4,159.40	5	143	29.09	304
1920	3,402.65	50,578	234	18	1.22	6.7		2,558.70	34,103	94	30	2.27	7.5		4,398.97	7	162	27.16	335
1921	4,196.23	88,361	278	26	1.26	4.7		2,815.15	43,927	90	41	2.61	6.4		4,916.13	7	182	27.01	375
1922	5,217.29	133,719	304	38	1.49	3.9		3,069.92	48,291	92	44	2.81	6.3		5,270.23	8	187	28.18	404
Fergus—																				
1915	1,314.03	19,328	114	.....	.....	6.8	10+25	2,367.91	37,844	91	.....	.....	6.3	10+25	882.24	7	.....	.....	212
1916	1,621.27	24,275	149	16	1.03	6.7		2,111.16	34,953	92	32	2.00	6.0		2,819.21	7	.....	.....	248
1917	1,822.14	29,351	177	15	93	6.2		2,028.47	37,127	93	33	1.82	5.5		1,959.57	8	67	29.25	278
1918	2,086.39	42,774	198	19	92	4.8		2,099.60	44,824	87	41	1.94	4.6		3,332.50	10	125	26.66	295
1919	2,629.72	47,157	212	19	1.03	5.5		2,699.88	60,017	86	58	2.68	4.5		3,573.66	10	153	23.36	308
1920	3,030.75	58,538	291	17	87	5.2		2,775.01	51,512	96	45	2.41	5.4		3,522.57	12	152	23.17	399
1921	4,072.20	70,683	310	19	1.10	5.7		3,873.68	74,448	100	62	3.23	5.2		4,191.93	15	224	18.71	425
1922	6,037.68	143,806	342	36	1.54	4.2		4,011.60	82,405	103	67	3.30	4.8		5,555.43	15	261	21.29	460

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Flesherton—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1916	568.76	.....	73	.....	.....	.....	None	423.83	.....	30	.....	.....	.....	None	.....	.....	.....	.....	103
1917	621.93	8,364	70	9	74	7.4		387.92	7,545	31	20	1.04	5.1		.....	.....	.....	.....	101
1918	593.44	8,116	52	11	81	9.3		426.20	6,647	28	18	1.20	6.4		160.58	1	17	.....	81
1919	725.42	.....	70	.....	.....	.....		437.61	.....	37	.....	.....	.....		970.27	2	55	17.63	109
1920	1,152.24	.....	85	.....	1.13	.....		763.00	.....	39	.....	1.62	.....		701.76	1	37	18.97	125
1921	1,585.13	17,321	85	17	1.55	9.1		1,278.80	17,987	37	40	2.88	6.5		446.07	1	25	17.84	123
1922	1,791.37	.....	88	.....	.....	.....		1,466.00	.....	39	.....	.....	.....		425.76	1	25	17.03	128
Ford City—																			
1922	6,501.74	.....	912	.....	.....	.....		1,745.29	.....	112	.....	.....	.....		8,328.14	23	.....	.....	.....
Forest—																			
1917	.....	.....	260	.....	.....	.....	10	.....	.....	104	.....	.....	.....	10	.....	6	.....	.....	370
1918	2,890.91	28,976	268	9	90	9.9		1,899.09	16,504	100	13	1.55	11.5		4,048.14	8	113	35.82	376
1919	3,307.14	33,720	281	10	97	9.8		2,187.74	22,253	116	16	1.57	9.8		4,076.79	14	118	35.40	411
1920	4,406.18	41,264	311	12	1.16	9.8		2,696.04	25,704	102	21	2.20	10.5		4,310.29	14	124	34.76	427
1921	5,366.42	54,057	337	13	1.33	9.9		3,348.69	37,018	106	30	2.63	9.0		4,195.47	15	124	33.83	458
1922	5,784.92	71,850	375	17	1.35	8.0		3,550.92	46,906	102	37	2.83	7.5		4,677.37	20	135	34.65	497
Galt—																			
1912	8,183.69	.....	830	.....	1.22	.....	11	9,732.86	.....	250	.....	.....	.....	11	10,042.59	47	.....	.....	1,127
1913	10,535.38	.....	1,122	.....	1.10	.....		11,648.49	.....	353	.....	3.25	.....		16,575.61	65	.....	.....	1,540
1914	15,797.16	300,121	1,745	20	1.08	5.3		11,952.75	289,857	339	68	2.80	4.1		23,826.87	70	.....	.....	2,154
1915	17,024.42	512,443	2,038	23	75	3.3		8,794.36	350,788	375	92	2.10	2.3		30,547.84	75	.....	.....	2,488
1916	19,961.17	716,396	2,236	28	78	2.8		10,485.26	532,860	386	115	2.30	2.0		36,029.78	79	.....	.....	2,701
1917	24,248.31	1,023,106	2,444	36	86	2.4		12,082.97	694,661	371	156	2.71	1.7		48,261.79	83	2,716	17.77	2,898
1918	26,901.52	1,221,416	2,460	41	91	2.2		12,190.29	602,628	371	135	2.73	2.0		54,541.61	87	3,082	17.69	2,918
1919	29,669.11	1,409,698	2,594	46	96	2.1		13,856.90	696,221	381	152	3.03	2.0		43,775.91	100	2,632	16.63	3,075
1920	38,460.34	1,925,475	2,766	58	1.17	2.0		17,575.07	856,285	404	176	3.63	2.0		49,159.43	103	3,032	16.21	3,273
1921	44,879.01	2,460,073	2,962	70	1.26	1.8		19,055.01	963,067	417	192	3.81	2.0		47,079.49	107	3,259	14.45	3,485
1922	61,672.58	3,408,568	3,092	92	1.66	.....		23,325.29	1,122,766	442	212	4.40	2.0		60,032.86	118	3,420	17.55	3,652

Georgetown—																		
1913	661.49	.....	160	.....	.....	.....	10+10	842.87	.....	50	.....	.....	.....	10+10	234.32	5	.....	.....	285
1914	3,069.02	42,328	242	17	1.27	7.2		2,362.33	29,544	75	59	3.15	8.0		2,976.61	17	.....	.....	334
1915	2,999.83	43,392	294	14	93	6.9		2,276.41	35,318	97	34	2.20	8.9		8,734.01	16	.....	.....	407
1916	3,174.63	56,191	306	16	88	5.6		2,101.00	53,129	99	45	1.79	3.3		10,726.24	21	.....	.....	426
1917	3,370.42	66,131	319	18	90	5.1		2,291.61	51,373	90	45	2.03	4.5		12,714.94	22	454	28.45	431
1918	3,830.25	80,314	330	20	98	4.7		2,345.75	52,361	84	50	2.24	4.5		13,184.53	24	475	27.75	438
1919	3,797.66	102,486	380	23	84	3.7		2,428.41	79,906	103	65	1.97	3.0		12,754.41	28	552	23.11	511
1920	4,599.82	118,109	373	26	1.03	3.9		3,276.91	99,553	94	88	2.90	3.3		15,701.12	28	639	24.57	495
1921	5,043.90	160,795	419	32	1.00	3.1		2,964.37	94,999	100	80	2.47	3.1		13,546.94	29	659	20.56	548
1922	6,423.03	227,174	556	39	1.09	2.8		3,400.50	122,264	126	90	2.51	2.7		17,400.06	31	643	27.06	713
Glencoe—																			
1920	630.50	.....	124	.....	.....	.....	8	675.34	.....	56	.....	.....	.....	10	130.68	2	.....	.....	182
1921	2,927.75	32,362	143	19	1.71	9.0		2,724.24	23,674	62	32	3.66	11.5		2,110.44	3	46	45.88	208
1922	3,281.92	39,096	172	21	1.74	8.4		2,688.42	34,343	65	45	3.56	7.8		2,219.92	4	51	43.53	241
Goderich—																			
1914	7,197.00	83,805	400	.....	.....	8.6	9	4,196.49	79,874	155	.....	.....	5.3	9	1,240.73	10	.....	.....	565
1915	6,072.51	92,406	441	18	1.20	6.6		5,066.76	121,599	168	62	2.60	4.1		5,645.26	8	.....	.....	617
1916	7,086.32	108,654	511	19	1.24	6.5		5,253.15	98,221	159	50	2.68	5.4		5,498.56	19	.....	.....	679
1917	8,161.85	132,899	539	21	1.29	6.1		5,127.44	99,868	150	54	2.75	5.1		7,079.23	10	252	28.09	699
1918	7,980.21	133,723	566	20	1.20	5.9		4,663.62	86,241	147	48	2.61	5.4		12,485.34	16	428	29.17	729
1919	8,216.24	215,512	690	26	98	3.8		5,317.77	118,955	163	61	2.39	3.9		18,894.59	13	516	36.62	866
1920	10,687.31	203,717	793	21	1.12	5.2		6,367.10	152,382	179	71	2.96	4.2		16,550.96	17	403	41.07	989
1921	12,258.50	258,684	816	26	1.25	4.7		6,097.39	167,942	182	77	2.80	3.6		15,859.39	17	452	35.09	1,015
1922	13,932.54	240,383	916	23	1.34	5.8		6,775.78	175,075	187	79	3.05	3.8		15,156.13	14	393	38.57	1,117
Grand Valley—																			
1917	714.68	7,474	55	11	1.08	9.6	10+25	964.59	10,065	54	10	1.50	9.6	10+25	.....	1	.....	.....	110
1918	848.56	10,089	58	14	1.25	8.4		967.98	11,113	48	18	1.58	8.7		1,581.78	2	38	41.62	108
1919	1,110.28	14,172	69	15	1.34	8.8		987.20	11,582	48	20	1.55	7.8		1,582.91	1	48	32.97	117
1920	1,725.49	19,477	87	19	1.65	8.8		1,484.90	16,388	50	27	2.47	9.1		1,631.54	1	48	33.99	138
1921	2,202.44	23,149	98	20	1.87	9.5		2,157.32	17,781	53	28	3.40	12.1		1,869.20	2	53	35.27	153
1922	2,493.03	24,664	103	19	2.49	10.1		2,262.67	19,655	53	31	3.56	11.5		1,786.85	2	58	30.80	158
Granton—																			
1917	484.69	5,782	42	12	96	8.4	None	176.93	1,774	16	.....	.....	10.0	None	333.85	1	.....	.....	59
1918	552.01	5,580	48	10	1.02	9.8		203.06	1,690	18	8	99	12.0		1,396.61	1	47	29.71	67
1919	661.90	7,000	51	11	1.08	9.4		265.43	1,750	21	7	1.05	15.2		1,321.67	1	41	32.23	73
1920	886.41	11,599	57	18	1.49	7.9		407.45	5,355	21	21	1.60	7.6		1,562.80	2	45	34.73	80
1921	1,085.25	15,898	63	21	1.44	6.8		508.75	6,265	22	24	1.93	8.1		1,747.17	2	42	41.60	87
1922	1,184.71	18,110	63	24	1.57	6.5		532.53	6,159	23	22	1.93	8.6		1,637.41	2	42	38.99	88

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$. c.	
Gravenhurst—																			
1917	2,350.79	39,025	251	13	78	6.0	Flat	4,412.55	171,716	69	207	5.33	2.6	Flat	4,892.05	9	292	16.76	329
1918	1,995.82	37,930	264	12	64	5.2		4,624.55	141,329	59	184	5.89	3.2		4,786.06	8	352	13.59	331
1919	2,326.25	51,625	269	16	72	4.5		4,901.04	196,134	74	221	5.52	2.5		4,991.09	10	313	15.94	353
1920	2,832.40	.....	290	.....	81	.....		4,762.31	.....	80	.....	.....	.....		6,576.74	12	.....	.....	382
1921	4,219.34	69,942	294	20	1.20	6.0		6,239.31	214,246	75	238	6.93	2.9		5,528.86	12	213	25.96	381
1922	5,284.76	83,449	338	22	1.39	6.3		3,445.13	88,109	78	95	3.73	3.9		8,246.95	11	302	27.31	427
Guelph—																			
1912	10,251.87	.....	960	.....	.....	.....	8+25	16,400.57	.....	345	.....	.....	.....	8+15	30,139.00	73	.....	.....	1,378
1913	11,528.07	224,373	1,260	17	87	5.2		15,075.61	287,561	400	67	3.38	5.2		42,091.34	85	.....	.....	1,745
1914	16,920.54	286,032	1,573	17	1.00	5.9		15,923.51	325,080	441	65	3.16	4.9		38,148.46	80	.....	.....	2,094
1915	15,514.10	366,928	1,824	18	76	4.2		12,692.86	437,567	474	83	2.32	2.8		38,404.28	81	.....	.....	2,379
1916	17,221.76	469,528	2,033	20	74	3.7		13,710.72	522,526	490	91	2.36	2.6		48,369.83	86	.....	.....	2,609
1917	19,379.44	594,936	2,202	23	77	3.3		13,760.01	576,911	505	97	2.31	2.4		57,380.71	87	2,578	22.26	2,794
1918	21,594.80	666,422	2,380	24	78	3.2		13,070.44	589,498	512	96	2.14	2.2		62,480.67	83	3,496	17.87	2,975
1919	25,157.62	862,801	2,677	27	89	3.3		15,487.44	783,989	529	123	2.44	2.0		54,810.39	89	3,437	15.95	3,295
1920	30,371.10	1,152,485	3,064	32	83	2.6		19,523.95	905,198	548	138	2.97	2.2		69,534.96	93	4,376	15.89	3,705
1921	38,421.71	1,422,305	3,292	36	97	2.7		23,439.07	987,198	579	142	3.37	2.4		72,549.55	90	5,036	14.41	3,961
1922	47,212.44	2,000,093	3,610	48	1.14	2.3		28,146.36	1,154,197	601	163	3.97	2.4		89,341.42	103	5,205	17.16	4,314
Hagersville—																			
1913	81.92	.....	3	.....	.....	.....	None	*	.....	24	.....	.....	.....	None	746.85	3	.....	.....	30
1914	1,222.23	16,053	70	.....	.....	5.4		*	6,446	60	.....	.....	5.4		2,679.08	3	.....	.....	133
1915	1,172.85	23,213	114	21	1.06	5.1		1,592.59	22,676	73	28	1.99	5.2		2,434.62	3	.....	.....	190
1916	1,606.80	30,025	127	21	1.11	5.4		1,343.82	27,840	69	32	1.58	4.8		2,527.92	4	.....	.....	200
1917	1,602.64	29,611	138	19	1.01	5.4		1,252.54	34,696	68	42	1.54	3.6		2,289.37	4	88	26.02	210
1918	1,624.89	32,496	140	19	97	5.0		1,299.96	42,757	68	52	1.59	3.0		2,632.30	3	98	26.86	311
1919	1,808.19	42,127	148	24	1.02	4.3		1,400.40	49,344	78	53	1.50	2.8		6,863.75	6	242	28.40	232
1920	2,132.34	58,634	170	29	1.04	3.6		1,611.37	60,494	75	67	1.79	2.7		9,129.99	10	308	29.64	255
1921	2,340.28	69,826	179	32	1.09	3.3		1,928.84	85,482	83	86	1.94	2.2		12,919.71	10	446	29.87	272
1922	2,630.39	80,478	203	35	1.15	3.2		2,631.95	103,369	88	100	2.55	2.5		14,602.84	12	542	26.94	303

Hamilton—																				
1913	34,451.95	862,937	5,117	.....	.....	3.9	8+25	25,453.99	628,471	924	.....	.....	4.1	8	47,415.58	209	.....	.....	6,250
1914	74,668.38	1,856,627	8,404	23	92	4.0		35,125 57	1,309,863	1,375	95	2.55	3.4		70,665.43	337	.....	.....	10,116
1915	92,207.60	2,514,104	10,595	23	81	3.7		34,633.16	1,840,920	1,434	109	2.06	1.9		84,789.71	406	.....	.....	12,435
1916	108,137.22	3,625,059	12,423	26	78	3.0		36,126.03	2,085,601	1,546	116	2.02	1.8		115,224.78	464	.....	.....	14,433
1917	135,224.12	5,276,696	14,340	32	84	2.6		36,740.19	2,426,174	1,668	126	1.91	1.5		137,249.87	526	8,010	17.13	16,534
1918	157,020.32	6,582,496	15,421	36	87	2.3		37,154.72	2,467,464	1,664	123	1.85	1.5		172,313.53	523	11,673	14.76	17,608
1919	187,079.25	8,236,029	17,652	39	88	2.3		44,372.46	3,501,915	1,826	160	2.02	1.3		198,180.83	589	14,007	12.79	20,067
1920	194,103.14	8,958,561	18,195	41	94	2.3		44,501.23	3,861,584	1,831	176	2.02	1.1		248,270.75	598	18,721	13.26	20,624
1921	237,348.81	11,042,726	19,822	46	1.00	2.1		53,217.08	4,432,935	2,021	183	2.20	1.2		222,378.34	629	16,312	13.63	22,472
1922	277,025.34	14,747,340	21,620	59	1.11	1.9		63,683.93	4,982,377	2,243	195	2.49	1.3		272,417.09	678	18,800	14.49	24,541
Hanover—																				
1918	3,981.55	29,694	335	.....	.....	.....	12.5	3,403.10	47,384	92	.....	.....	.....	12.5	8,034.96	9	169	.....	436
1919	4,708.40	83,594	337	21	1.16	5.6		3,023.83	56,924	97	49	2.60	5.3		14,737.24	10	413	35.68	444
1920	6,599.51	123,161	435	24	1.26	5.3		3,852.40	76,626	92	53	3.49	6.5		16,954.80	14	604	28.07	541
1921	8,978.84	191,292	467	34	1.60	4.7		4,807.51	83,610	110	63	3.64	5.7		39,475.98	14	1,162	33.97	591
1922	10,616.67	237,998	523	40	1.79	4.5		5,168.56	99,024	108	76	3.95	5.2		45,903.15	16	1,505	30.50	647
Harriston—																				
1917	1,556.49	18,184	132	12	98	8.6		1,935.38	21,868	68	27	2.37	8.8	10	2,686.93	6	78	34.45	206
1918	1,774.96	21,205	148	12	1.05	8.3	10	1,277.37	21,281	67	26	1.57	6.0		2,663.69	5	85	31.33	220
1919	2,063.50	28,480	175	14	1.04	7.4		1,828.60	5,227	76	28	2.01	7.2		4,394.24	10	136	32.31	261
1920	2,809.01	40,199	202	17	1.16	7.0		2,377.90	35,117	78	37	2.54	6.8		9,709.58	9	240	40.46	289
1921	3,412.75	51,821	221	19	1.29	6.6		2,498.35	46,413	78	50	2.67	5.4		8,326.78	7	239	34.84	306
1922	3,517.32	57,614	232	21	1.29	6.1		2,504.69	37,531	79	40	2.64	6.7		7,309.26	9	204	35.83	320
Havelock—																				
1922	4,476.92	65,021	262	21	1.42	6.9		1,429.97	16,779	62	24	1.92	8.5		136.43	1	10	27.29	325
Hensall—																				
1917	1,038.57	10,872	89	11	1.06	9.6	12+20	610.79	7,046	36	18	1.54	8.7	12+20	81.39	2	.....	.....	127
1918	1,226.25	11,323	105	9	96	10.8		661.21	5,792	40	12	1.45	11.4		1,729.36	5	57	30.34	150
1919	1,602.39	19,924	116	14	1.07	8.0		886.86	10,657	43	21	1.72	8.3		2,703.95	6	127	21.29	165
1920	1,864.17	23,805	120	16	1.29	7.8		1,083.69	11,877	43	23	2.10	9.1		1,776.05	6	115	15.44	169
1921	2,099.20	25,997	121	18	1.45	8.1		1,391.61	14,850	44	28	2.64	9.4		1,096.52	6	70	15.66	171
1922	2,369.38	27,429	137	18	1.53	8.6		1,439.11	23,680	45	44	2.66	6.1		1,220.45	10	81	15.07	192

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Hespeler—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	2,189.00	.....	174	.....	.....	.....	10+15	1,684.75	.....	76	.....	.....	.....	10+15	5,044.30	11	.....	.....	261
1914	2,635.41	34,848	229	14	1.09	7.6		1,934.75	35,979	85	37	2.00	5.4		6,116.27	13	.....	.....	327
1915	2,787.48	39,580	272	11	90	7.0		2,334.15	39,657	90	38	2.22	5.9		9,017.58	14	.....	.....	376
1916	3,011.73	54,239	277	17	92	5.5		2,012.28	44,900	84	43	1.93	4.5		11,177.71	12	.....	.....	273
1917	3,679.79	66,932	312	19	1.04	5.5		2,389.80	53,306	86	52	2.18	4.5		10,166.33	11	394	25.80	409
1918	3,835.53	77,373	336	19	98	4.9		2,024.34	49,635	83	48	1.99	4.0		9,186.68	13	357	25.73	432
1919	4,286.70	92,959	374	21	96	4.6		2,194.16	68,184	84	68	2.18	3.2		6,554.78	11	299	21.92	469
1920	5,626.85	137,540	442	26	1.06	4.1		2,414.32	69,459	89	65	2.26	3.5		8,162.54	13	410	19.90	544
1921	6,648.35	178,741	480	31	1.15	3.7		2,803.97	87,965	95	74	2.46	3.2		7,239.45	17	387	18.71	592
1922	8,011.51	235,605	545	38	1.30	3.4		3,324.81	102,091	103	94	2.79	3.2		10,230.23	19	498	20.54	667
Highgate—																			
1917	416.49	4,447	41	9	85	9.4	None	467.76	4,373	21	17	1.86	10.7	None	.....	1	.....	.....	63
1918	456.79	5,342	45	10	88	8.5		502.27	4,880	25	17	1.81	10.2		2,556.33	3	76	33.63	73
1919	618.65	6,410	51	11	1.01	9.2		598.12	7,224	29	21	1.72	8.3		2,071.70	3	79	26.22	83
1920	861.91	9,042	59	14	1.22	8.7		738.31	8,264	30	23	2.05	8.9		1,675.67	6	70	23.94	95
1921	1,065.47	11,736	61	16	1.46	9.1		879.37	12,613	31	34	2.36	7.0		1,318.16	6	39	33.80	98
1922	1,092.54	13,118	69	17	1.40	8.3		925.94	12,151	32	32	2.45	7.6		1,606.09	5	70	22.94	106
Holstein—																			
1917	238.48	2,366	26	8	86	10.1	None	209.74	2,672	15	15	1.17	7.9	None	.....	.....	.....	.....	41
1918	256.54	1,957	27	6	80	13.1		263.55	2,505	16	13	1.41	10.5		.....	.....	.....	.....	43
1919	308.37	2,899	28	9	92	10.6		228.57	3,055	18	14	1.06	7.5		752.37	1	27	27.87	47
1920	459.38	5,368	29	16	1.32	8.5		405.80	2,883	18	13	1.88	14.1		109.47	1	7	15.63	48
1921	510.16	3,864	27	12	1.57	13.2		472.86	.....	18	.....	.....	.....		215.76	1	7	30.82	46
1922	653.43	3,318	32	.....	.....	.....		610.58	3,773	20	.....	.....	.....		172.68	1	7	24.67	53

Huntsville—																		
1917	3,597.74	.....	270	.....	.....	.....	10	1,265.03	.....	82	.....	.....	.....	10	13,569.75	3	.....	.....	355
1918	3,614.59	41,768	272	12	1.11	8.6		1,802.91	31,142	83	31	1.82	5.7		13,881.58	3	.....	.....	358
1919	4,899.77	97,860	276	30	1.50	5.0		1,862.04	52,361	66	66	2.35	3.5		14,605.94	7	.....	.....	349
1920	6,953.49	141,862	335	35	1.73	4.9		3,233.63	57,880	93	52	2.89	5.6		15,311.98	6	832	18.40	434
1921	8,380.90	.....	.....	.....	.....	.....		4,325.78	.....	.....	.....	.....	.....		14,445.74	7	883	16.36	.....
1922	8,645.00	151,560	384	33	1.88	5.7		4,920.30	73,504	98	63	4.18	6.7		14,359.07	6	883	16.26	488
Ingersoll—																			
1912	3,073.73	.....	220	.....	.....	.....	8+25	6,648.28	.....	142	.....	.....	.....	8+25	14,430.66	38	.....	.....	400
1913	3,595.03	43,406	278	14	1.20	8.3		6,048.51	81,724	170	44	3.23	7.4		15,293.44	44	.....	.....	492
1914	5,085.32	68,342	416	12	1.22	7.5		6,359.72	106,689	194	46	2.32	5.9		12,818.27	48	.....	.....	658
1915	5,480.52	102,537	497	19	1.00	5.3		5,716.91	139,428	197	60	2.46	4.1		16,251.18	52	.....	.....	746
1916	6,857.94	127,449	590	20	1.05	5.4		6,540.51	176,757	206	73	2.70	3.7		20,380.90	51	.....	.....	847
1917	7,465.96	152,188	679	20	98	4.9		6,617.53	194,927	196	81	2.74	3.3		21,747.80	53	967	22.49	928
1918	7,622.97	160,226	716	19	91	4.7		5,560.92	164,341	187	71	2.42	3.3		21,413.08	45	994	21.54	948
1919	9,214.11	201,357	809	21	95	4.6		6,229.81	196,142	200	82	2.60	3.2		22,036.72	50	1,123	19.62	1,059
1920	11,307.12	319,520	936	28	1.01	3.5		6,419.44	267,649	220	101	2.43	2.4		23,666.00	55	1,289	18.35	1,211
1921	12,913.37	499,331	1,016	41	1.06	2.6		7,368.55	320,687	225	119	2.71	2.3		20,636.08	54	1,254	16.46	1,295
1922	16,254.07	732,590	1,090	58	1.28	2.2		8,918.23	390,485	232	142	3.25	2.3		21,449.98	52	1,197	17.92	1,374
Kemptville—																			
1922	5,087.81	78,365	206	32	2.06	6.5		5,787.86	49,112	77	53	6.26	11.8		1,764.22	4	59	29.90	287
Kirkfield—																			
1920	78.91	.....	20	.....	.....	.....	None	320.95	.....	5	.....	.....	.....	None	.....	1	.....	.....	26
1921	318.70	4,046	21	16	1.26	7.9		705.46	11,494	16	60	3.67	6.1		.....	.....	.....	.....	37
1922	495.95	5,970	22	23	1.88	8.3		891.31	15,590	15	84	4.79	5.7		560.90	1	20	28.05	38
Kitchener—																			
1912	14,585.02	.....	1,022	.....	.....	.....	11+25	19,080.32	.....	422	.....	.....	.....	11+25	28,654 23	105	.....	.....	1,549
1913	15,291.37	.....	1,291	.....	1.10	.....		19,548.91	.....	470	.....	3.65	.....		35,655.90	127	.....	.....	1,888
1914	17,757.08	359,307	1,694	20	99	4.9		19,549.45	562,630	519	95	3.29	3.5		49,173.17	130	.....	.....	2,343
1915	19,108.60	494,725	2,032	22	85	3.9		16,807.15	579,303	546	91	2.63	2.9		54,732.50	138	.....	.....	2,716
1916	20,876.63	582,754	2,407	22	79	3.6		17,323.67	801,789	543	123	2.65	2.2		62,436.31	147	.....	.....	3,097
1917	24,051.18	748,390	2,712	24	78	3.2		17,494.18	866,798	577	129	2.60	2.2		84,818.46	157	4,012	21.14	3,446
1918	26,810.70	860,230	2,822	25	80	3.1		17,033.78	835,734	547	123	2.52	2.0		93,522.21	155	4,621	20.23	3,524
1919	31,643.49	1,108,883	3,251	29	81	2.8		20,095.87	1,193,095	586	170	2.87	1.7		112,988.87	167	5,791	19.51	4,004
1920	39,506.53	1,513,601	3,524	36	93	2.6		25,744.25	1,474,127	611	201	3.51	1.7		143,025.34	179	7,083	20.19	4,314
1921	48,095.22	2,006,311	3,740	45	1.07	2.4		32,306.38	1,762,746	615	239	4.39	1.8		124,233.93	182	7,483	16.60	4,537
1922	59,793.35	3,424,611	4,297	71	1.24	1.7		41,788.58	2,115,246	663	276	5.45	1.9		151,234.90	212	8,051	18.78	5,172

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Kingston—																			
1918	27,760.31	396,512	1,873	.....	.....	.....	10	45,743.73	686,846	685	.....	.....	.....	10	32,025.98	104	.....	.....	2,662
1919	32,247.30	537,657	2,166	21	1.24	6.0		49,268.27	966,250	759	106	5.41	5.1		42,710.51	112	1,576	27.11	3,037
1920	36,308.98	751,367	2,677	23	1.13	4.8		47,611.14	1,167,246	772	126	5.14	4.1		40,763.23	115	1,818	22.42	3,564
1921	45,106.18	1,044,514	3,122	28	1.20	4.3		49,129.35	1,229,740	802	128	5.11	4.0		45,835.78	124	2,295	19.97	4,047
1922	57,519.97	1,435,616	3,498	36	1.45	4.0		58,501.36	1,331,863	787	139	6.14	4.4		55,428.85	131	2,808	19.74	4,416
Kincardine—																			
1922	6,461.15	103,210	344	25	1.56	6.2		4,057.97	44,142	113	32	2.99	9.2		2,950.97	12	127	23.24	469
Lambeth—																			
1915	344.47	2,991	49	.....	.....	11.5	None	119.00	1,042	9	.....	.....	11.4	None	559.82	1	.....	.....	59
1916	575.65	6,880	54	11	91	8.4		208.96	.....	13	.....	1.58	8.3		249.36	1	.....	.....	68
1917	721.51	7,655	65	11	1.04	9.4		252.56	2,577	13	16	1.62	9.8		182.50	1	.....	.....	79
1918	833.23	9,978	63	13	1.08	8.3		208.28	1,976	11	13	1.44	10.5		392.22	1	5	.....	75
1919	935.30	10,761	75	12	1.04	8.7		289.64	2,701	16	14	1.51	10.7		309.87	2	35	.....	93
1920	1,242.88	14,627	72	18	1.55	8.5		339.28	3,179	14	19	2.02	10.7		312.00	2	12	26.00	88
1921	1,616.48	18,667	86	18	1.57	8.6		414.56	4,341	22	16	1.57	9.5		305.58	2	35	.....	110
1922	1,931.32	28,023	103	25	1.69	6.9		525.13	5,298	22	20	1.99	9.9		326.27	2	20	16.31	127
Lakefield—																			
1920	571.45	.....	130	.....	.....	.....	Flat	336.69	.....	62	.....	.....	.....	Flat	1,328.30	4	.....	.....	196
1921	2,003.69	29,135	170	14	98	6.9		2,342.58	153,601	56	.....	.....	.....		3,134.24	6	100	31.34	232
1922	2,765.70	42,999	183	20	1.30	6.4		2,694.98	40,417	66	55	3.68	6.6		1,992.23	2	59	33.76	251
Lanark—																			
1922	1,735.71	17,837	81	17	1.78	9.7		1,547.66	10,391	27	32	4.78	14.9		109.71	2	6	18.29	110

Lancaster—																			
1922	1,230.64	11,182	54	17	1.90	11.0		971.84	7,316	23	26	3.52	13.3		.....	.....	.....	.....	77
London—																			
1912	28,196.62	.....	3,851	.....	.....	.....	9+25	28,527.44	.....	792	.....	.....	.....	9+25	52,633.00	158	.....	.....	4,801
1913	41,932.42	920,000	5,201	17	77	4.5		39,256.07	1,350,000	1,007	125	3.63	3.0		79,758.96	198	.....	.....	5,406
1914	57,473.08	1,192,000	6,299	18	83	4.8		47,593.44	1,580,000	1,075	127	3.81	3.0		130,936.35	249	.....	.....	7,649
1915	57,184.75	1,732,435	7,326	21	70	3.3		43,751.37	1,452,896	1,046	137	3.44	3.0		148,567.23	271	.....	.....	8,643
1916	71,146.90	2,378,144	8,282	25	76	2.9		48,747.74	1,930,269	1,129	147	.....	2.5		180,204.33	295	.....	.....	9,706
1917	86,454.36	3,288,286	9,036	31	83	2.6		52,511.01	2,277,566	1,261	159	3.66	2.4		181,973.61	**328	7,264	22.14	10,625
1918	99,240.58	3,855,134	10,703	32	83	2.5		52,593.28	2,584,904	1,699	143	2.96	2.0		193,686.30	**418	10,261	18.87	12,820
1919	118,188.27	4,885,144	11,495	28	86	2.4		67,190.85	3,524,793	1,831	160	3.06	1.9		195,180.40	467	9,491	20.56	13,793
1920	143,963.71	6,609,361	12,386	44	97	2.2		76,450.76	4,287,591	1,979	180	3.30	1.8		211,081.19	513	11,171	18.90	14,878
1921	185,949.18	9,492,585	13,117	60	1.18	1.9		92,874.24	5,533,748	1,785	258	4.38	1.7		245,447.07	466	9,761	25.14	15,368
1922	217,828.22	11,996,050	13,993	74	1.34	1.8		99,302.57	6,000,287	1,872	273	4.53	1.7		269,970.82	490	11,915	22.66	16,355
Listowel—																			
1917	2,500.80	54,842	243	19	86	4.6	10	3,168.19	51,233	125	34	2.11	6.2	10	3,385.58	12	112	30.23	380
1918	3,820.77	65,119	256	21	1.27	5.8		2,820.74	58,248	128	38	1.85	4.8		7,180.07	13	233	30.81	397
1919	4,311.53	89,975	332	23	1.08	4.8		2,971.08	71,343	135	44	1.91	4.2		10,922.17	18	281	38.86	485
1920	5,657.29	137,168	377	30	1.25	4.1		3,884.08	102,600	132	65	2.62	4.0		13,143.78	20	363	36.21	529
1921	8,190.77	214,353	458	39	1.49	3.8		4,700.32	141,059	142	83	2.76	3.3		12,982.05	18	382	33.98	618
1922	9,584.04	250,128	495	44	1.67	3.8		5,702.40	138,475	141	82	3.35	4.1		11,307.49	19	357	31.67	655
Louth Twp.—																			
1918	.....	.....	24	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	24
1919	.....	.....	30	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	30
1920	.....	.....	46	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	46
1921	.....	.....	51	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	51
1922	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Lucan—																			
1915	824.07	.....	87	.....	.....	.....	None	687.37	.....	39	.....	.....	.....	None	18.66	3	.....	.....	129
1916	1,124.73	12,047	98	11	1.00	9.3		857.11	8,370	42	17	1.78	10.2		159.67	7	.....	.....	147
1917	1,283.01	16,701	103	14	1.07	7.7		870.97	7,243	39	15	1.82	12.0		2,756.92	10	90	30.63	142
1918	1,309.20	15,264	109	12	1.03	8.5		885.28	11,739	38	25	1.91	7.5		5,650.56	8	133	32.48	155
1919	1,566.54	26,105	115	19	1.14	6.0		921.25	14,136	39	97	1.97	6.5		5,766.69	9	140	41.19	163
1920	1,854.20	43,863	127	29	1.22	4.2		885.18	17,248	41	35	1.80	5.1		6,602.32	10	208	31.74	178
1921	2,343.88	69,421	135	43	1.45	3.4		1,025.25	21,191	40	44	2.14	4.8		7,368.90	10	213	34.59	185
1922	2,737.74	71,976	150	42	1.59	3.8		1,081.12	16,774	38	36	2.31	6.4		5,829.91	9	168	34.70	197
Lucknow—																			
1922	2,679.21	26,031	137	16	1.63	10.2		2,527.54	20,145	66	25	3.19	12.5		2,025.62	1	50	40.51	204

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	Total number of consumers
Lynden—		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c	
	1916	254.76	3,500	24	.....	.....	7.3	None	227.57	4,430	10	.....	.....	5.1	None	650.38	1	.....	.....	35
	1917	272.49	3,498	24	.....	.....	7.7		213.11	3,576	11	.....	.....	5.9		2,912.96	1	84	34.68	36
	1918	304.17	4,971	25	17	1.35	6.1		231.50	5,914	11	44	1.75	3.9		2,770.26	1	76	36.45	37
	1919	444.75	7,553	47	13	79	5.9		347.65	9,897	16	52	1.81	3.5		3,291.51	1	85	38.27	64
	1920	897.94	13,406	51	22	1.47	6.7		435.63	10,185	16	53	2.27	4.3		3,408.62	1	86	39.63	68
	1921	1,191.73	17,888	57	26	1.74	6.6		478.11	10,462	18	48	2.21	4.6		3,583.76	1	87	41.19	76
	1922	1,343.50	24,227	66	32	1.78	5.7		455.15	9,288	15	48	2.37	4.9		3,310.64	1	99	33.44	82
Markham—																				
	1920	1,735.33	.....	130	.....	.....	.....	10+25	790.25	.....	33	.....	.....	.....	10+25	577.79	4	35	.....	167
	1921	3,263.60	27,616	169	14	1.61	11.8		1,303.84	9,248	42	19	2.59	14.1		2,588.67	6	45	57.53	247
	1922	3,116.38	38,147	189	12	1.45	8.2		1,325.79	11,837	45	23	2.57	11.2		2,555.90	6	68	37.59	240
Markdale—																				
	1917	1,241.47	.....	106	.....	.....	.....	10	1,105.58	.....	68	.....	.....	.....	10	718.89	3	.....	.....	177
	1918	1,672.90	.....	108	.....	.....	.....		862.43	.....	66	.....	.....	.....		697.58	5	51	.....	179
	1919	1,611.23	28,763	124	19	1.08	5.6		937.23	24,481	64	32	1.22	3.8		1,140.94	2	.....	.....	190
	1920	2,054.17	29,830	114	19	1.28	6.7		1,321.06	26,180	69	32	1.65	5.0		1,513.24	8	94	16.09	.....
	1921	2,496.08	48,407	158	26	1.32	5.1		1,550.66	25,982	66	33	1.96	6.0		1,414.47	9	92	15.37	233
	1922	2,623.46	.....	149	.....	.....	.....		1,695.41	.....	75	.....	.....	.....		1,172.56	10	88	13.32	234
Marmora—																				
	1922	2,150.59	19,097	110	14	1.63	11.2		1,609.85	12,939	43	25	3.12	12.4		159.42	3	8	19.93	156
Martintown—																				
	1922	514.19	6,150	25	21	1.71	8.3		452.72	4,293	11	33	3.43	10.5		.....	.....	.....	.....	36
Maxville—																				
	1922	2,003.68	21,472	86	21	1.94	9.3		2,079.24	20,860	58	30	2.99	9.9		507.53	2	41	12.38	146

Merritton—																				
1921	6,010.43	185,000	603	24	83	3.2	Flat	1,238.58	65,121	58	94	1.78	1.9	Flat	3,203.78	5	156	20.54	666
1922	6,163.42	241,041	623	33	84	2.5		1,519.78	66,864	58	96	2.18	2.3		2,977.95	5	143	20.82	686
Milverton—																				
1917	785.01	11,116	65	14	1.01	7.1	None	1,200.09	17,892	59	25	1.69	6.7	None	2,899.56	4	80	36.24	128
1918	1,007.75	14,464	75	17	1.19	6.9		1,403.46	22,579	65	30	1.88	6.2		7,533.28	5	207	36.39	145
1919	1,230.28	21,554	104	17	99	5.7		1,442.81	29,216	66	38	1.82	4.9		8,897.49	5	267	33.32	175
1920	1,677.24	31,406	131	20	1.07	5.3		1,494.72	36,991	63	49	1.97	4.0		8,687.03	6	272	31.93	200
1921	2,085.42	38,280	152	21	1.14	5.4		1,688.69	46,230	64	60	2.20	3.6		8,207.82	5	280	29.31	221
1922	2,453.16	56,370	182	22	1.22	4.3		1,886.98	47,000	62	62	2.50	4.0		10,109.97	6	306	33.04	250
Mimico—																				
1913	2,021.06	.....	250	.....	.....	.....		*	.....	*	.....	.....	.....	8+25	795.49	5	.....	.....	255
1914	5,085.16	91,184	462	.....	.....	5.4	8+25	*	3,462	10	.....	.....	5.4		963.64	5	.....	.....	477
1915	5,748.44	105,884	609	17	90	5.4		346.49	6,551	7	40	2.14	5.3		1,042.11	3	.....	.....	619
1916	7,011.08	137,318	621	18	95	5.1		506.44	10,982	31	38	1.7	4.6		1,449.14	8	.....	.....	660
1917	7,400.73	177,916	704	21	93	4.2		883.24	19,361	39	46	2.10	4.6		2,750.59	11	133	20.68	754
1918	7,209.82	202,311	615	25	91	3.5		942.82	24,173	32	56	2.21	3.9		4,357.12	9	195	22.34	656
1919	8,759.21	281,185	703	33	1.04	3.1		1,061.76	29,770	34	73	2.60	3.6		4,189.20	9	192	21.82	746
1920	12,325.03	508,282	841	50	1.22	2.4		1,305.90	43,750	45	81	2.33	2.9		3,896.30	8	189	20.62	894
1921	13,068.97	653,445	927	59	1.17	2.0		2,008.37	75,460	66	95	2.54	2.7		3,823.58	9	209	18.29	1,002
1922	16,083.14	977,153	1,036	89	1.36	1.6		2,452.03	112,580	85	1.25	2.72	2.2		5,259.27	9	262	20.07	1,130
Midland—																				
1912	5,878.05	.....	420	.....	.....	.....	9	5,878.05	.....	165	.....	.....	.....	9	3,188.03	18	.....	.....	603
1913	6,095.11	88,228	491	16	1.11	6.9		6,104.16	118,267	172	58	3.01	5.1		5,700.22	25	.....	.....	688
1914	6,941.07	127,397	621	19	1.06	5.5		5,084.06	117,741	176	56	2.44	4.3		6,484.43	32	.....	.....	829
1915	6,580.45	199,257	689	25	84	3.3		4,462.54	97,300	188	45	2.05	4.6		10,229.52	39	.....	.....	916
1916	7,145.74	180,735	732	21	83	4.0		4,624.85	186,953	184	84	2.07	2.5		12,262.89	31	.....	.....	947
1917	9,179.72	289,874	822	31	98	3.2		5,651.06	257,868	186	116	2.55	2.2		15,300.91	35	714	21.43	1,043
1918	10,341.29	366,760	937	34	98	2.8		6,149.35	264,733	195	115	2.69	2.3		24,529.03	38	1,160	21.14	1,170
1919	11,542.33	403,890	1,050	32	92	2.8		5,303.02	254,832	237	90	1.86	2.1		22,070.30	34	790	27.93	1,321
1920	16,362.07	584,357	1,091	45	1.25	2.8		7,435.12	275,534	191	120	3.24	1.7		18,060.43	40	1,245	14.51	1,322
1921	20,140.29	808,893	1,171	58	1.43	2.5		8,618.18	360,993	202	149	3.55	2.4		22,464.55	51	1,265	17.76	1,424
1922	22,913.75	837,623	1,163	60	1.64	2.7		9,754.04	475,708	215	191	3.91	2.1		31,240.54	55	1,621	19.27	1,433
Milton—																				
1913	1,149.28	.....	110	.....	.....	.....	10	1,212.26	.....	74	.....	.....	.....	10	6,462.38	5	.....	.....	189
1914	1,961.22	25,649	150	19	1.51	7.6		2,226.80	41,015	79	44	2.43	5.4		11,325.61	6	.....	.....	235
1915	1,981.80	28,900	170	15	1.03	6.8		1,900.98	41,520	80	44	2.00	4.6		5,364.29	7	.....	.....	257
1916	2,219.28	36,573	197	16	1.01	.....		1,892.21	44,445	84	45	1.93	.....		10,428.79	6	.....	.....	287
1917	2,528.88	50,695	174	24	1.11	5.0		1,863.60	34,859	70	44	2.21	5.4		7,968.76	6	309	25.79	250
1918	2,852.66	64,485	227	27	1.18	4.4		1,759.69	35,451	73	41	2.05	4.9		6,497.73	7	333	19.51	307
1919	3,908.62	149,879	276	45	1.18	2.6		2,041.31	42,493	76	47	2.22	4.8		11,109.72	12	234	47.48	364
1920	4,099.80	105,398	289	30	1.16	3.9		2,365.05	60,519	76	66	2.60	3.9		15,142.22	13	733	20.66	378
1921	4,502.81	126,039	315	33	1.19	3.6		2,531.11	61,661	82	58	2.41	4.1		16,596.71	20	702	23.64	417
1922	5,164.20	136,814	314	36	1.37	3.8		2,487.17	62,907	79	66	2.59	3.9		19,667.48	18	939	20.95	411

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Mitchell—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1912	2,964.48	.....	159	....	.....	.....	Flat	2,977.08	.....	79	.....	.....	.....	Flat	4,597.03	13	.....	.....	251
1913	2,362.52	.....	179	....	.....	.....		2,813.92	.....	85	.....	.....	.....		6,160.53	16	.....	.....	270
1914	2,470.29	.....	191	....	.....	.....		2,712.55	.....	100	.....	.....	.....		3,944.91	16	.....	.....	307
1915	2,379.58	.....	190	....	.....	.....		2,684.01	.....	95	.....	.....	.....		2,333.08	17	.....	.....	292
1916	2,311.80	33,759	218	14	95	6.8		2,677.35	39,211	103	33	2.25	6.8		3,231.56	21	.....	.....	342
1917	2,572.51	41,022	212	16	1.01	6.3		2,774.59	49,323	104	39	2.22	5.6		4,169.05	22	167	24.96	338
1918	2,730.62	46,956	217	18	1.06	5.8		2,944.34	51,294	102	41	2.38	5.7		4,834.06	22	190	25.44	341
1919	2,816.95	41,556	266	13	.88	6.8		3,136.32	51,396	105	41	2.49	6.1		4,869.61	21	196	24.84	392
1920	4,183.47	89,601	298	25	1.17	4.7		3,588.97	77,765	106	61	2.82	4.6		5,798.65	21	224	25.89	425
1921	4,660.66	101,018	330	24	1.18	4.6		3,101.46	72,737	104	58	2.49	4.3		5,542.41	21	228	24.31	455
1922	5,355.08	163,706	362	39	1.29	3.3		3,337.99	81,244	104	65	2.67	4.1		5,701.36	21	232	24.57	487
Moorefield—																			
1918	175.36	.....	16	.....	.....	.....	None	217.24	.....	15	.....	.....	.....	None	888.57	1	.....	.....	32
1919	341.45	3,507	21	14	1.35	9.7		342.50	2,870	15	16	1.90	11.9		1,292.62	2	40	32.32	38
1920	498.92	.....	26	.....	1.60	.....		431.99	.....	17	.....	2.12	.....		1,262.83	2	38	33.23	45
1921	637.19	7,101	26	23	2.04	9.0		540.33	5,310	20	22	2.25	10.2		1,285.41	2	35	36.73	48
1922	712.43	7,465	31	21	2.05	9.5		575.24	5,773	19	25	2.51	10.0		1,368.96	2	38	36.03	52
Mt. Brydges—																			
1915	333.43	.....	45	.....	.....	.....	None	494.02	.....	15	.....	.....	.....	None	517.50	1	.....	.....	61
1916	644.75	5,058	55	8	1.07	12.7		170.46	3,106	15	17	95	5.5		760.58	2	.....	.....	72
1917	540.17	6,481	58	9	81	8.3		344.16	3,481	20	17	1.69	9.9		627.07	2	27	23.22	80
1918	601.52	7,323	67	9	80	8.2		312.44	3,396	17	15	1.40	9.1		750.69	1	25	30.02	85
1919	811.17	8,900	64	12	1.06	8.9		324.11	3,051	22	12	1.23	10.6		822.74	1	26	31.64	87
1920	1,130.15	13,440	84	13	1.04	8.4		434.78	2,736	19	12	1.91	15.8		707.73	1	23	30.77	104
1921	1,398.23	12,266	77	13	1.51	11.4		457.24	4,446	20	19	1.91	10.3		836.68	1	18	46.48	91
1922	1,398.02	17,208	89	17	1.40	8.1		540.62	5,800	24	22	2.05	9.3		737.60	1	18	40.98	114

Mt. Forest—																			
1916	1,967.03	27,337	106	.....	.....	7.2	10	2,420.75	39,059	164	.....	.....	6.2	10	1,739.79	7	.....	.....	277
1917	2,171.91	40,286	176	24	1.28	5.4		2,556.41	37,914	107	30	1.99	6.7		2,533.40	4	136	19.63	287
1918	2,171.73	32,336	187	14	99	6.7		2,419.72	42,176	107	32	1.88	5.7		3,132.19	4	147	21.30	298
1919	2,596.70	43,495	196	19	1.10	6.0		2,809.05	59,310	117	42	2.00	4.7		3,561.63	5	152	23.43	318
1920	2,959.09	48,732	205	20	1.20	6.0		3,625.36	62,877	127	41	2.38	5.8		4,182.42	9	207	20.20	344
1921	4,050.74	66,539	239	23	1.41	6.1		5,279.82	76,899	128	50	3.44	6.9		5,219.42	10	203	25.71	377
1922	4,683.40	74,673	260	25	1.56	6.2		5,965.31	86,502	130	56	3.85	6.9		4,996.49	7	202	24.74	397
Neustadt—																			
1919	419.91	5,586	45	10	78	7.8	12.5	475.59	7,332	24	25	1.65	6.6	12.5	389.93	2	16	24.37	71
1920	813.48	14,425	51	24	1.33	5.6		526.21	8,047	26	26	1.69	6.5		2,656.17	4	88	30.18	81
1921	1,159.34	15,187	55	23	1.76	7.6		737.42	6,222	29	18	2.12	11.8		3,214.94	4	92	34.95	88
1922	1,683.22	.....	61	.....	.....	.....		982.18	.....	30	.....	.....	.....		7,690.74	4	.....	.....	95
Newbury—																			
1922	683.98	9,946	43	19	1.34	6.9		543.61	4,973	20	21	2.26	10.9		778.83	1	25	31.15	64
New Hamburg—																			
1912	1,195.08	.....	124	.....	.....	.....	10	1,423.35	.....	63	.....	.....	.....	10	3,369.05	5	.....	.....	194
1913	1,589.21	.....	142	.....	.....	.....		1,890.72	.....	63	.....	.....	.....		5,792.20	8	.....	.....	212
1914	1,779.90	23,010	170	12	89	7.7		1,403.56	19,404	68	25	1.78	7.2		5,209.51	6	.....	.....	243
1915	1,888.04	33,913	187	16	88	4.9		1,273.38	23,041	70	27	1.54	5.5		2,825.57	4	.....	.....	261
1916	1,816.44	37,109	196	16	79	5.5		1,211.25	26,492	70	32	1.39	4.6		1,646.90	4	.....	.....	270
1917	2,052.95	40,407	184	18	93	5.1		1,481.03	34,156	69	41	1.79	4.3		4,299.65	9	188	22.87	262
1918	2,331.00	45,778	192	20	1.03	5.0		1,410.88	40,225	67	49	1.73	3.5		4,784.71	9	220	21.74	268
1919	2,597.55	46,124	208	19	1.04	5.5		1,540.57	40,137	64	52	2.01	3.8		5,517.79	10	244	22.61	282
1920	2,987.68	77,692	222	27	1.12	4.1		1,615.92	37,812	66	48	2.04	4.3		5,613.62	12	240	23.39	300
1921	3,570.31	99,781	231	36	1.29	3.6		1,751.04	44,237	63	59	2.32	4.0		5,253.46	11	259	20.28	305
1922	4,033.82	121,551	222	45	149	3.3		2,040.13	53,832	78	64	2.43	3.8		6,732.68	13	279	24.13	313
New Toronto—																			
1914	653.50	11,947	100	.....	.....	7.0	8+25	.....	.....	4	.....	.....	7.0	8+25	.....	1	.....	.....	105
1915	1,416.10	19,520	153	.....	.....	5.5		.....	.....	8	.....	.....	5.5		2,140.36	2	.....	.....	163
1916	1,571.03	29,162	210	.....	.....	5.4		143.32	5,956	10	.....	.....	5.4		9,744.31	4	.....	.....	224
1917	2,451.49	46,080	320	14	77	5.3		566.42	7,680	22	40	2.95	7.4		30,726.27	8	1,554	19.77	350
1918	2,631.82	50,723	400	11	60	5.1		1,113.87	18,968	22	71	4.22	5.8		64,854.91	10	2,689	24.11	432
1919	4,009.94	.....	473	.....	.....	.....		3,143.60	.....	41	.....	.....	.....		79,353.15	14	.....	.....	528
1920	6,602.26	183,717	537	28	1.02	3.6		2,979.37	.....	57	.....	4.36	.....		97,272.13	12	.....	.....	606
1921	6,731.42	314,718	631	42	89	2.1		3,798.61	199,688	73	.....	.....	1.9		66,294.41	14	3,399	19.50	718
1922	9,039.13	346,958	761	42	1.08	2.6		4,089.35	203,510	87	212	4.26	2.0		43,232.18	15	2,399	18.02	863

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				Total number of consumers
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Niagara Falls—																				
	1916	21,733.29	.....	2,050	.....	.....	.....	3.5	13,259.02	.....	400	.....	.....	.....	Flat	9,613.01	80	.....	.....	2,530
	1917	22,566.76	867,639	2,273	31	99	2.6		11,012.51	651,884	405	134	2.27	1.7		18,804.36	55	713	13.49	2,733
	1918	26,423.31	882,174	2,447	31	93	2.9		10,692.04	528,376	418	107	2.16	2.0		22,242.65	61	1,480	15.03	2,926
	1919	33,221.90	1,419,901	2,648	45	1.05	2.4		12,639.15	899,210	456	164	2.31	1.4		24,686.72	75	1,905	12.96	3,179
	1920	46,839.29	2,378,263	2,907	68	1.34	2.0		15,366.26	909,516	488	155	2.62	1.7		28,739.95	86	2,102	13.67	3,481
	1921	59,722.54	3,598,610	3,048	99	1.63	1.6		21,208.21	1,376,527	528	217	3.35	1.5		33,220.24	90	2,505	13.26	3,666
	1922	72,634.03	4,718,606	3,163	127	1.95	1.5		26,699.31	2,140,826	542	334	4.16	1.2		38,485.41	93	2,687	14.32	3,798
Niagara-on-the-Lake—																				
	1919	.....	.....	274	.....	.....	.....		.....	.....	58	.....	.....	.....		.....	5	.....	.....	337
	1920	5,544.75	.....	275	.....	1.68	.....		2,796.38	.....	69	.....	3.38	.....		1,301.68	5	78	16.69	349
	1921	5,847.10	.....	306	.....	1.60	.....		3,291.89	.....	74	.....	3.71	.....		2,544.90	6	12	21.21	386
	1922	5,769.68	156,879	319	42	1.54	3.7		2,777.10	71,474	77	79	3.09	3.7		2,467.05	7	99	24.92	403
Norwich—																				
	1912	862.17	.....	128	.....	.....	.....	10+25	674.48	.....	64	.....	.....	.....	10+25	263.93	2	.....	.....	194
	1913	1,926.78	28,172	166	15	1.09	6.8		1,162.98	17,917	76	20	1.38	6.5		1,978.55	3	.....	.....	245
	1914	2,168.13	35,578	198	16	99	6.2		995.16	20,690	84	22	1.04	6.4		1,893.72	3	.....	.....	285
	1915	2,529.91	37,082	228	16	99	6.2		1,075.79	25,880	80	26	1.09	4.2		2,169.31	5	.....	.....	313
	1916	2,319.58	49,858	254	18	84	4.7		1,168.34	24,909	87	25	1.16	4.7		2,642.97	6	.....	.....	327
	1917	8,132.02	55,968	356	16	.....	.....		1,198.97	24,854	82	25	1.19	4.8		4,116.38	10	137	30.05	448
	1918	3,042.12	87.510	242	30	1.06	3.4		1,064.13	23,559	78	24	1.11	4.5		2,481.63	8	87	28.52	328
	1919	3,529.64	101,324	280	30	1.05	3.5		1,566.15	34,149	76	37	1.55	4.5		2,370.22	8	97	24.44	364
	1920	4,136.42	118,478	291	34	1.18	3.5		1,915.42	42,434	84	42	1.90	4.5		2,902.47	10	111	26.15	385
	1921	4,824.49	155,413	305	42	1.32	3.2		2,235.71	48,524	85	48	2.20	4.6		3,022.99	7	118	25.62	397
	1922	5,209.87	161,790	330	43	1.37	3.2		2,436.17	55,865	92	53	2.31	4.4		2,426.59	8	113	21.47	430

Norwood—																		
1922	2,413.40	36,746	161	19	1.25	6.6		1,627.72	22,199	66	28	2.06	7.3		744.35	4	42	17.72	231
Oil Springs—																		
1918	87.68	.....	18	.....	.....	.....	None	73.85	.....	7	.....	.....	.....	None	2,240.03	2	.....	.....	27
1919	214.44	.....	20	.....	.....	.....		173.97	.....	10	.....	.....	.....		4,151.58	3	.....	.....	33
1920	366.49	.....	20	.....	.....	.....		319.75	.....	12	.....	.....	.....		5,684.03	6	.....	.....	38
1921	701.04	10,587	42	21	1.39	6.6		503.46	6,975	17	34	2.40	7.2		6,970.28	33	177	39.38	92
1922	795.54	12,624	48	23	1.47	6.3		527.91	7,023	21	31	2.32	7.5		12,387.37	35	285	43.46	104
Omemee—																		
1918	480.37	.....	58	.....	.....	.....	Flat	419.07	.....	23	.....	.....	.....	Flat	54.78	3	.....	.....	84
1919	733.28	10,387	70	12	87	7.0		623.24	9,530	29	24	1.79	7.5		670.27	5	39	17.19	104
1920	999.89	.....	83	.....	.....	.....		681.07	.....	24	.....	.....	.....		248.29	5	.....	.....	112
1921	1,213.80	42,000	84	.....	1.20	.....		781.01	.....	30	.....	2.17	.....		2,081.00	6	133	15.65	120
1922	1,543.01	22,778	92	22	1.46	6.8		846.54	13,548	31	38	2.35	6.2		4,269.89	7	147	29.25	130
Orangeville—																		
1917	1,641.42	22,895	144	13	95	7.2	10	1,903.38	32,805	82	33	1.93	5.8	10	2,902.60	4	133	22.58	230
1918	1,891.77	30,456	155	17	1.05	6.2		2,081.03	44,300	90	42	2.01	4.6		3,197.89	5	97	32.96	250
1919	2,390.39	39,464	179	19	1.11	6.0		2,352.35	62,441	97	54	2.02	3.8		3,797.70	7	141	26.93	283
1920	2,891.19	49,625	199	21	1.21	5.8		2,852.54	47,302	94	42	2.53	6.0		4,127.67	10	208	19.84	303
1921	3,660.49	63,990	221	24	1.38	5.7		3,707.47	76,793	95	67	3.25	4.8		4,211.74	10	160	26.32	326
1922	4,207.55	75,131	265	26	1.44	5.6		4,231.79	78,433	101	67	3.60	5.4		5,213.52	12	230	22.67	378
Ottawa—																		
1912	62,598.18	.....	5,390	.....	.....	.....	7+8	51,365.91	.....	440	.....	.....	.....	7+8	25,299.94	90	.....	.....	5,920
1913	68,032.27	.....	5,766	.....	1.02	.....		53,438.04	.....	818	.....	7.08	.....		26,978.76	152	.....	.....	6,736
1914	68,767.48	1,376,353	6,342	19	95	.5		51,769.72	1,061,263	852	106	5.16	4.9		31,748.23	156	.....	.....	7,350
1915	67,441.19	1,767,519	7,338	22	82	3.8		46,636.99	1,501,978	1,060	131	4.07	3.1		32,126.50	140	.....	.....	8,538
1916	72,875.12	2,131,307	7,912	23	80	3.4		42,569.96	1,786,603	1,107	137	3.27	2.4		42,996.39	188	.....	.....	9,207
1917	81,506.24	2,376,141	8,636	24	82	3.4		48,546.77	2,048,160	1,167	150	3.57	2.4		63,173.09	204	3,553	17.72	10,007
1918	88,020.83	3,331,473	9,047	31	82	2.3		50,733.92	2,358,017	1,182	167	3.59	2.1		64,655.78	207	4,743	13.63	10,436
1919	97,402.16	4,825,279	8,976	45	90	2.0		52,187.97	3,235,802	1,212	212	3.59	1.6		63,255.59	205	4,401	14.37	10,393
1920	109,844.13	5,959,360	9,451	53	97	1.8		62,833.70	3,248,561	1,278	212	4.10	1.9		61,681.26	210	4,531	13.61	10,939
1921	131,863.72	8,056,660	9,955	67	1.10	1.6		67,251.51	3,674,286	1,349	227	4.15	1.8		63,333.74	228	4,685	13.52	11,532
1922	154,936.08	11,363,704	10,493	93	1.26	1.4		80,732.27	4,332,772	1,415	261	4.87	1.9		37,483.22	229	3,190	11.75	12,137
Otterville—																		
1917	537.88	.....	42	.....	.....	.....	None	290.37	.....	23	.....	.....	.....	None	47.44	1	.....	.....	66
1918	615.32	7,715	47	14	1.15	7.9		272.50	3,665	22	13	1.01	7.4		912.05	2	22	41.45	71
1919	861.40	11,200	62	15	1.16	7.7		440.31	2,350	15	13	2.45	.....		982.80	4	26	37.80	81
1920	1,156.08	14,783	70	18	1.38	7.8		648.41	7,818	20	33	2.70	8.3		1,770.64	4	43	41.18	94
1921	1,421.89	15,120	84	15	1.41	9.4		760.43	7,774	17	.....	.....	.....		1,401.36	4	43	32.59	105
1922	1,446.48	15,950	85	16	1.42	9.1		717.09	7,600	20	35	3.32	9.4		1,388.67	4	43	32.29	109

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	Total number of consumers
Owen Sound—		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
	1916	16,003.61	225,620	1,376	.....	.....	7.1	6.4+15	23,724.21	388,717	435	....	.....	6.1	6.4+15	13,772.61	83	.....	.....	1,894
	1917	15,740.76	266,322	1,438	16	93	5.9		13,809.15	341,361	419	67	2.71	4.1		28,667.22	84	1,176	24.37	1,941
	1918	16,071.58	310,256	1,492	17	91	5.1		14,011.58	341,751	403	69	2.84	4.1		32,069.70	84	1,177	27.25	1,979
	1919	17,879.28	605,348	1,611	31	93	3.0		13,931.89	521,847	418	104	2.78	2.7		23,289.00	92	1,005	23.17	2,121
	1920	21,798.24	719,181	1,861	32	97	3.0		15,160.58	520,485	449	97	2.81	2.9		24,645.87	105	1,231	20.02	2,415
	1921	26,511.72	700,833	2,075	28	1.06	3.8		16,442.16	730,759	457	133	3.00	2.2		29,116.14	109	1,403	20.75	2,641
	1922	31,744.31	955,010	2,285	35	1.12	3.3		18,851.65	728,910	460	133	3.43	2.6		30,538.65	115	1,567	19.49	2,860
Palmerston—																				
	1916	6,102.25	.....	151	.....	.....	.....	Flat	282.57	.....	63	.....	.....	.....	Flat	.....	1	.....	.....	215
	1917	2,506.76	32,672	171	16	1.22	7.7		2,780.86	51,029	71	60	3.26	5.5		1,225.68	2	57	21.50	244
	1918	2,563.63	33,104	177	11	1.22	7.7		2,729.69	50,847	69	60	3.24	5.3		1,401.26	2	57	24.58	248
	1919	3,253.16	52,780	213	21	1.27	6.2		3,344.29	54,590	75	61	.72	6.1		2,161.21	4	85	25.43	292
	1920	4,283.77	102,555	234	36	1.53	4.2		4,036.64	90,508	75	101	4.00	4.5		3,235.10	5	128	25.27	314
	1921	5,035.03	124,636	255	41	1.62	4.0		4,736.84	95,314	80	99	4.93	5.0		4,581.69	6	171	26.79	341
	1922	5,419.45	159,164	277	50	1.70	3.4		4,110.84	93,623	80	98	4.28	4.4		5,679.92	6	165	34.42	363
Park Hill—																				
	1920	1,530.39	.....	120	.....	.....	.....	10+52	1,106.09	.....	58	.....	.....	.....	10+25	110.15	1	10	.....	179
	1921	3,049.70	29,648	146	17	1.74	10.3		2,243.54	17,506	58	24	3.22	12.8		1,186.35	3	29	40.91	207
	1922	3,443.03	36,461	152	20	1.92	9.4		1,974.60	16,919	63	23	2.74	11.1		1,157.39	4	41	28.23	219
Paris—																				
	1914	4,766.23	65,037	354	.....	.....	.....	7+10	2,778.09	65,108	142	.....	.....	4.3	8+20	1,419.90	1	.....	.....	497
	1915	5,071.54	87,239	477	17	1.01	5.8		4,063.03	100,259	150	57	2.32	4.1		6,328.33	4	.....	.....	631
	1916	5,877.57	127,382	552	21	96	4.6		3,805.95	96,750	150	53	2.11	3.9		8,974.66	4	.....	.....	706
	1917	6,620.91	155,986	581	23	98	4.2		4,303.71	105,150	161	56	2.31	4.0		8,828.42	5	416	21.22	747
	1918	7,839.11	155,406	625	21	1.08	5.0		4,339.77	86,904	162	44	2.23	4.9		12,951.24	8	556	23.29	795
	1919	7,447.39	237,276	663	30	94	3.1		4,436.78	90,539	168	45	2.20	4.9		14,226.43	12	579	24.57	843
	1920	7,696.27	237,103	757	26	85	3.2		4,411.23	.....	182	.....	2.02	.....		16,414.88	13	805	20.39	952
	1921	9,368.93	366,497	875	35	90	2.5		4,532.48	173,264	188	77	2.01	2.6		16,844.82	18	930	18.11	1,081
	1922	11,791.12	518,536	884	49	1.12	2.3		4,670.02	184,961	170	100	2.24	2.2		15,743.55	17	739	21.30	1,071

Penetang—																			
1912	1,676.26	.....	101	.....	.....	.....	9	3,836.30	.....	87	.....	.....	.....	9	2,207.51	13	.....	.....	201
1913	1,989.80	27,199	128	19	1.44	7.3		4,511.16	58,111	91	55	4.23	7.7		8,775.95	15	.....	.....	234
1914	1,936.73	35,163	153	21	1.15	5.5		3,064.83	66,489	100	58	2.68	4.6		8,001.69	15	.....	.....	268
1915	2,050.69	42,483	174	22	1.04	4.8		2,676.60	78,657	102	65	2.21	3.4		10,048.08	15	.....	.....	291
1916	2,317.37	49,242	189	23	1.06	4.7		2,706.74	83,448	95	71	2.30	3.2		11,650.03	16	.....	.....	290
1917	2,486.82	62,546	199	27	1.07	4.0		2,677.81	80,783	93	72	2.38	3.3		10,234.73	14	476	21.50	306
1918	2,855.29	76,516	215	30	1.15	3.7		2,363.45	71,085	95	63	2.09	3.3		9,701.55	14	350	27.71	324
1919	3,074.74	83,950	263	27	97	3.6		2,874.63	94,491	107	74	2.24	3.0		15,438.43	19	681	22.67	389
1920	4,971.07	116,449	328	28	1.26	4.5		3,340.35	119,686	91	110	3.06	2.8		22,164.67	25	934	23.73	444
1921	6,714.63	143,891	375	32	1.50	4.7		3,798.95	96,932	89	91	3.56	3.9		19,645.20	28	581	33.81	492
1922	7,403.45	189,289	406	40	1.58	3.9		3,772.70	86,351	94	79	3.46	4.4		19,829.56	30	782	25.36	530
Perth—																			
1919	8,477.47	137,658	479	24	1.47	6.2	8	6,748.11	143,305	157	76	3.58	4.7	8	8,550.93	15	250	34.20	651
1920	10,216.95	218,792	564	32	1.51	4.7		7,025.19	122,988	166	62	3.53	5.7		15,648.27	19	494	31.68	749
1921	12,485.61	256,470	610	35	1.71	4.9		8,879.44	142,086	174	68	4.25	6.2		18,021.42	19	515	34.99	803
1922	13,682.49	262,021	645	35	1.82	5.2		9,091.75	151,580	180	71	4.28	6.0		16,755.30	19	463	36.19	844
Peterborough—																			
1914	8,661.71	.....	2,692	.....	.....	.....		7,749.91	.....	507	.....	.....	.....	Flat	7,013.23	93	.....	.....	3,292
1915	27,998.24	.....	3,221	.....	79	.....	Flat	27,563.41	.....	602	.....	4.14	.....	Flat	30,185.83	113	.....	.....	3,936
1916	31,020.72	510,359	3,401	13	78	6.1		26,403.82	467,663	602	65	3.66	5.6		36,597.04	117	.....	.....	4,120
1917	40,043.65	973,937	4,152	22	88	4.1		26,601.65	613,865	671	80	3.49	4.3		46,235.49	122	2,871	16.10	4,945
1918	43,049.23	1,166,437	4,409	22	83	3.6		24,679.61	883,196	699	107	3.00	2.7		48,055.38	119	3,432	14.00	5,227
1919	46,282.34	1,378,472	4,257	27	91	3.3		27,616.40	1,207,218	652	164	3.53	2.2		38,930.06	119	2,317	16.80	5,028
1920	51,291.38	1,659,204	4,463	31	96	3.1		30,144.81	1,595,400	689	193	3.64	1.9		51,072.38	121	3,109	16.43	5,273
1921	59,506.10	2,027,601	4,663	36	1.06	2.9		35,364.67	1,964,887	729	225	4.04	1.8		76,195.98	129	4,772	15.97	5,521
1922	68,182.00	2,439,632	4,814	43	1.20	2.8		34,343.99	2,246,434	752	253	3.85	1.5		63,833.18	127	3,879	16.46	5,693
Petrolia—																			
1917	3,346.54	54,138	292	15	95	6.1	14+20	3,837.48	61,972	150	34	2.13	6.2	14+20	6,666.29	34	216	30.86	476
1918	4,096.58	64,342	315	17	1.12	6.3		4,138.05	64,510	158	34	2.23	6.4		11,491.46	40	345	33.30	513
1919	5,024.22	88,243	367	20	1.14	5.7		4,761.37	81,003	163	41	2.43	5.9		16,712.15	53	497	33.62	583
1920	6,034.68	112,806	427	22	1.18	5.3		5,447.61	94,755	176	45	2.58	5.7		19,193.71	59	581	33.04	662
1921	7,786.04	151,611	503	25	1.29	5.1		6,246.63	105,872	187	47	2.78	5.9		21,483.70	61	664	32.31	751
1922	7,797.98	164,276	531	26	1.26	4.8		6,108.86	121,397	192	54	2.69	5.0		19,958.48	68	684	29.18	791
Picton—																			
1919	.....	.....	604	.....	.....	.....	12.5	.....	.....	75	.....	.....	.....	12.5	1,239.91	26	52	23.84	705
1920	9,915.08	123,499	657	16	1.26	8.0		9,480.61	121,838	122	46	3.56	7.8		9,477.94	32	303	31.28	811
1921	11,840.43	142,582	698	17	1.41	8.3		9,641.61	112,546	156	60	5.15	8.6		12,162.97	31	343	35.46	885
1922	11,294.43	177,900	745	21	1.30	6.3		8,540.27	141,822	187	69	4.16	6.0		10,333.64	36	322	32.09	968

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Plattsville—																			
1915	551.39	6,061	56	.....	.....	9.1	None	477.71	5,091	20	.....	.....	9.4	None	1,128.27	4	.....	.....	80
1916	666.30	7,422	60	11	96	9.0		580.62	5,900	22	14	1.35	9.8		1,436.62	3	.....	.....	85
1917	670.35	7,220	60	10	93	9.3		583.58	6,714	22	25	2.21	8.7		768.37	2	37	20.77	84
1918	699.99	9,011	60	11	97	8.7		636.88	8,489	23	31	2.35	7.5		1,596.81	2	60	26.60	85
1919	795.79	8,967	62	12	1.07	8.9		826.27	15,051	27	46	2.40	5.2		3,053.72	2	65	46.98	91
1920	969.31	11,294	65	14	1.24	8.6		873.81	14,655	26	47	2.80	6.0		3,155.32	3	92	34.30	94
1921	1,066.62	14,362	77	15	1.15	7.4		706.15	10,570	20	44	2.94	6.7		302.26	2	15	20.15	99
1922	1,283.04	17,448	75	19	1.41	7.3		790.79	16,773	28	58	2.75	4.7		222.29	2	15	14.82	105
Port Arthur—																			
1913	81,830.66	.....	2,409	.....	.....	.....	8+25	*	.....	500	.....	.....	.....	8+25	51,748.11	55	.....	.....	2,464
1914	38,097.65	.....	2,969	.....	.....	.....		32,933.91	.....	550	.....	.....	.....		92,804.49	55	.....	.....	3,574
1915	32,048.37	.....	2,800	.....	.....	.....		28,662.58	.....	550	.....	.....	.....		85,060.78	50	.....	.....	3,900
1916	31,152.52	.....	2,701	.....	.....	.....		27,439.63	.....	481	.....	.....	.....		96,913.51	46	.....	.....	3,228
1917	33,358.31	.....	2,783	.....	.....	.....		28,235.05	.....	503	.....	.....	.....		111,367.47	42	5,093	21.88	3,328
1918	37,216.29	1,157,382	2,807	34	1.11	3.2		31,612.57	919,826	535	147	5.07	3.4		142,118.26	42	6,967	20.39	3,384
1919	41,584.37	1,342,696	2,633	43	1.32	3.1		33,390.02	978,503	625	131	4.45	3.4		168,517.53	58	8,420	20.01	3,316
1920	45,432.34	1,641,294	2,960	45	1.28	2.8		32,165.55	1,078,290	590	152	4.54	3.0		178,529.32	59	8,983	19.57	3,609
1921	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
1922	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Port Colborne—																			
1920	4,301.69	101,020	465	25	1.00	4.2		3,082.14	89,448	132	80	2.25	3.5	4	2,718.09	13	140	19.45	610
1921	8,220.47	164,365	579	24	1.18	5.0	10	5,125.80	140,397	151	79	2.83	3.6		4,381.18	17	181	24.20	747
1922	9,496.22	246,059	608	34	1.33	3.9		4,990.40	159,052	155	87	2.72	3.1		7,602.88	13	275	27.65	776

Port Credit—																				
1913	1,963.22	.....	93	.....	.....	.....	None	*	.....	21	.....	.....	.....	None	848.59	2	.....	.....	116
1914	2,461.42	41,862	125	.....	.....	6.0		*	.....	35	.....	.....	6.0		308.88	2	.....	.....	162
1915	1,975.29	36,484	141	23	1.24	5.4		587.11	17,934	33	44	1.18	3.3		236.47	3	.....	.....	177
1916	1,781.49	44,251	145	26	1.04	4.0		464.02	13,800	33	35	1.17	3.3		257.40	3	.....	.....	181
1917	1,822.36	42,378	162	23	98	4.3		452.84	12,833	33	33	1.14	3.5		246.63	3	23	.....	198
1918	2,107.78	58,660	164	29	1.07	3.5		509.82	15,875	33	40	1.28	3.2		203.48	3	23	.....	200
1919	2,459.05	78,097	182	36	1.13	3.1		669.12	16,213	39	35	1.43	4.1		245.57	3	23	.....	224
1920	3,173.10	96,791	199	40	1.33	3.3		1,164.86	46,568	44	81	2.21	2.7		406.02	3	33	12.30	246
1921	3,878.10	130,797	221	49	1.46	3.0		1,479.06	48,529	42	93	2.77	3.0		1,536.81	6	64	24.01	269
1922	4,220.61	169,972	241	61	1.52	2.5		1,786.91	75,859	46	145	3.38	2.3		1,525.24	6	67	22.76	293
Port Dalhousie—																				
1913	3,742.54	.....	238	.....	.....	.....	Flat	*	.....	*	.....	.....	.....	Flat	347.28	3	.....	.....	241
1914	3,656.01	.....	240	.....	.....	.....		*	.....	10	.....	.....	.....		429.54	3	.....	.....	253
1915	3,608.70	.....	250	.....	.....	.....		.....	.....	10	.....	.....	.....		252.12	2	.....	.....	262
1916	2,868.05	.....	330	.....	.....	.....		782.99	.....	32	.....	.....	.....		339.12	8	.....	.....	370
1917	3,249.37	.....	330	.....	.....	.....		881.01	.....	32	.....	.....	.....		321.67	8	.....	.....	370
1918	3,224.98	.....	366	.....	.....	.....		799.78	.....	29	.....	.....	.....		615.76	10	53	.....	405
1919	3,620.82	.....	338	.....	.....	.....		1,155.84	.....	32	.....	.....	.....		948.66	10	84	.....	380
1920	4,055.23	92,034	360	23	96	4.5		1,059.28	23,916	34	60	2.67	4.4		1,234.39	9	85	14.50	403
1921	5,134.11	98,418	373	22	1.15	5.2		1,018.97	22,915	28	68	3.03	4.4		1,054.38	7	71	14.85	408
1922	6,376.33	108,840	411	23	1.36	5.8		1,162.77	31,175	33	86	3.23	3.7		1,758.66	8	128	13.74	452
Port Dover—																				
1922	2,069.83	29,380	156	16	1.11	7.0		2,075.46	24,403	77	26	2.25	8.5		261.85	3	11	23.80	236
Port McNicoll—																				
1915	415.03	6,037	60	.....	.....	6.8	None	311.20	6,542	26	.....	1.07	4.7	None	.....	.....	.....	.....	86
1916	618.82	9,450	66	12	82	6.5		301.92	4,738	21	17	.....	6.4		7.37	1	.....	.....	88
1917	829.39	.....	78	.....	.....	.....		381.25	.....	21	.....	.....	.....		77.41	1	.....	.....	100
1918	878.50	15,481	82	16	91	5.6		427.47	7,639	19	31	1.78	5.5		28.09	1	3	.....	102
1919	1,201.52	18,536	100	15	1.00	6.5		528.68	8,890	22	34	2.00	5.9		51.13	1	.....	.....	123
1920	1,514.24	22,640	103	18	1.22	6.7		566.00	9,560	22	36	2.14	5.9		87.40	1	2	43.70	126
1921	1,879.68	30,108	106	24	1.48	6.2		692.07	13,992	26	42	2.22	4.9		109.77	1	3	36.59	133
1922	2,024.69	30,862	109	24	1.58	6.5		964.67	14,820	30	46	2.87	6.3		98.90	1	2	49.45	140
Port Perry—																				
1922	860.24	.....	.....	.....	.....	.....		509.11	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Port Stanley—																			
1912	897.02	.....	122	.....	.....	.....	Flat	1,106.63	.....	40	.....	.....	.....	Flat	1,314.70	3	.....	.....	165
1913	1,828.06	.....	182	.....	.....	.....		1,771.70	.....	60	.....	.....	.....		2,418.00	9	.....	.....	251
1914	2,066.41	.....	229	.....	.....	.....		1,753.60	.....	72	.....	.....	.....		2,170.83	12	.....	.....	313
1915	2,498.57	.....	274	.....	.....	.....		1,736.42	.....	73	.....	.....	.....		2,064.76	9	.....	.....	356
1916	2,956.97	.....	308	.....	.....	.....		1,551.37	.....	72	.....	.....	.....		1,985.92	11	.....	.....	391
1917	3,386.56	.....	323	.....	.....	.....		1,714.56	.....	57	.....	.....	.....		3,174.23	6	.....	.....	396
1918	3,736.63	59,736	140	21	1.34	6.2		1,734.62	21,927	67	27	2.15	7.9		2,738.60	16	80	34.23	223
1919	4,433.44	.....	388	.....	95	.....		1,973.57	.....	75	.....	2.20	.....		2,996.19	17	77	38.91	480
1920	5,003.83	.....	439	.....	95	.....		1,696.00	38,808	89	36	1.59	4.4		5,324.27	20	161	33.07	548
1921	6,558.51	367,909	481	64	1.14	.....		1,608.99	72,080	111	54	1.21	.....		5,344.03	19	174	30.71	611
1922	7,306.84	.....	508	.....	.....	.....		1,881.49	.....	67	.....	.....	.....		5,720.55	12	190	30.11	587
Prescott—																			
1914	4,868.75	.....	342	.....	.....	.....	9	3,600.00	.....	122	.....	.....	.....	9	1,099.27	10	.....	.....	474
1915	4,058.14	67,130	369	16	95	6.0		3,033.62	62,647	145	39	1.89	4.8		3,431.45	11	.....	.....	525
1916	4,186.96	63,304	380	15	93	6.6		3,611.95	71,794	133	43	2.16	5.0		4,141.90	22	.....	.....	525
1917	4,865.40	79,202	381	17	1.06	6.1		3,999.55	88,386	134	55	2.49	4.5		5,010.65	14	232	21.60	529
1918	4,783.96	79,573	414	16	1.00	6.0		3,663.18	87,224	134	54	2.27	4.2		5,595.29	14	257	21.77	562
1919	5,354.77	96,876	524	19	1.05	5.5		3,556.77	69,093	126	46	2.35	5.1		4,946.97	18	243	20.36	568
1920	5,952.58	113,550	456	21	1.09	5.2		4,043.40	81,938	136	50	2.48	4.9		5,206.91	21	257	20.26	613
1921	7,851.66	122,369	466	22	1.40	6.4		4,730.49	89,896	133	56	2.96	5.3		5,721.94	18	270	22.19	617
1922	8,954.07	152,011	470	27	1.59	5.9		5,196.38	103,430	136	64	3.23	5.0		6,481.29	21	336	19.28	627

Preston—																			
1912	4,234.68	.....	341	.....	.....	.....	9+20	5,237.99	.....	131	.....	.....	.....	9+20	15,478.14	21	.....	.....	492
1913	5,477.10	83,852	526	16	1.05	6.5		5,366.77	103,000	151	61	3.18	5.2		21,017.68	28	.....	.....	705
1914	6,520.39	108,257	629	14	90	6.0		5,011.15	106,675	165	56	2.64	4.7		21,975.26	29	.....	.....	823
1915	6,615.91	129,896	714	16	82	6.1		4,488.76	118,756	174	58	2.21	3.8		21,698.34	30	.....	.....	918
1916	7,341.15	186,361	785	21	82	3.9		4,779.76	155,325	182	72	2.24	3.1		22,624.37	34	.....	.....	1,001
1917	8,956.89	215,302	843	22	91	4.2		5,733.82	159,885	186	72	2.60	3.5		24,569.60	35	1,353	18.16	1,064
1918	9,090.16	254,288	871	24	88	3.5		4,981.29	158,257	190	70	2.20	3.1		23,016.09	37	1,235	18.63	1,098
1919	10,345.24	302,252	935	27	92	3.4		6,320.68	227,636	193	97	2.73	2.8		27,339.13	40	1,505	18.17	1,168
1920	11,667.41	411,997	1,010	34	96	2.8		7,902.05	287,866	193	124	3.41	2.7		29,895.21	41	1,902	15.72	1,244
1921	15,234.56	472,870	1,074	37	1.10	3.2		8,008.17	311,846	196	133	3.40	2.6		32,165.77	42	1,755	18.33	1,312
1922	19,038.45	803,177	1,164	60	1.42	2.4		9,203.81	365,412	203	153	3.85	2.5		38,677.75	53	2,116	18.28	1,420
Priceville—																			
1922	356.45	.....	18	.....	.....	.....		180.10	.....	8	.....	.....	.....		.....	.....	.....	.....	26
Princeton—																			
1915	440.42	.....	30	.....	.....	.....	None	81.57	.....	15	.....	.....	.....	None	.....	.....	.....	.....	45
1916	657.80	7,739	44	17	1.48	8.5		127.81	1,278	11	8	83	10.6		192.92	.....	.....	.....	55
1917	789.51	8,412	46	16	1.46	9.4		178.43	1,290	12	9	1.24	.....		.....	.....	.....	.....	58
1918	657.45	6,960	47	12	1.17	9.4		181.19	2,367	12	16	1.25	7.6		.....	.....	.....	.....	59
1919	845.12	.....	48	.....	1.47	.....		229.56	.....	12	.....	1.60	.....		.....	.....	.....	.....	60
1920	1,104.05	.....	64	.....	1.45	.....		339.38	.....	13	.....	2.17	.....		.....	.....	.....	.....	77
1921	1,223.37	12,036	55	18	1.85	10.2		393.41	3,570	10	30	3.28	11.0		.....	.....	.....	.....	65
1922	1,527.18	.....	55	.....	.....	.....		469.37	.....	12	.....	.....	.....		.....	.....	.....	.....	67
Queenston—																			
1922	996.25	31,563	55	48	1.51	3.1		159.43	2,143	7	26	1.83	7.4		591.09	2	24	24.63	57
Ridgetown—																			
1916	2,173.64	24,975	174	.....	.....	8.7	10+25	2,838.32	32,594	101	.....	.....	8.7	10+25	740.86	3	.....	.....	278
1917	2,551.69	31,381	205	14	1.12	8.1		2,720.19	26,199	98	22	2.31	10.3		2,245.85	5	96	23.39	308
1918	2,726.19	33,538	221	13	1.06	8.1		2,434.14	32,567	97	30	2.08	7.4		4,188.49	6	135	31.02	324
1919	3,364.53	47,770	269	15	1.04	7.1		2,911.80	46,266	102	38	2.38	6.3		4,510.09	8	166	27.17	379
1920	4,054.63	63,938	317	15	1.07	7.1		3,474.32	62,322	108	48	2.68	5.6		5,249.31	8	169	31.06	433
1921	4,524.10	79,775	359	19	1.05	5.7		3,401.55	64,552	121	44	2.34	5.3		6,200.89	9	191	32.46	489
1922	4,308.72	104,199	391	23	96	4.2		3,164.42	889.99	128	60	2.13	3.5		6,349.73	11	205	30.97	530
Ripley—																			
1922	1,312.40	11,993	64	16	1.71	10.9		1,598.21	12,452	44	24	3.03	12.8		1,618.29	1	39	41.49	109
Riverside—																			
1922	3,298.22	.....	376	.....	.....	.....		320.09	.....	14	.....	.....	.....		312.30	2	.....	.....	392

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill ,and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepowr	Average cost per horsepower	
Rockwood—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1913	230.27	.....	48	.....	.....	.....	None	*	.....	9	.....	.....	.....	None	470.82	1	.....	.....	58
1914	848.55	7,824	54	13	1.38	8.8		*	.....	7	.....	.....	8.8		1,542.01	3	.....	.....	64
1915	731.97	9,500	65	13	1.03	7.7		251.27	3,300	10	32	2.46	7.7		907.57	3	.....	.....	78
1916	733.66	11,263	72	14	89	6.5		388.05	5,930	11	47	3.08	6.4		903.57	5	.....	.....	87
1917	795.54	12,740	77	14	90	6.2		380.90	6,061	15	39	2.44	6.3		1,097.05	3	59	18.60	95
1918	860.14	13,242	79	14	91	6.4		372.56	5,812	14	33	2.14	6.4		1,087.21	4	59	18.43	97
1919	1,023.14	17,602	93	16	92	5.8		384.46	6,571	17	32	1.90	5.9		1,177.94	4	59	19.97	114
1920	1,382.39	22,935	94	20	1.23	6.2		480.73	6,116	18	28	1.89	6.7		1,310.28	4	60	21.84	116
1921	1,799.39	27,899	112	21	1.34	6.4		584.02	7,607	16	40	3.04	7.7		2,056.68	4	73	28.17	132
1922	1,939.72	35,916	118	26	1.41	5.4		550.71	7,597	17	40	2.85	7.2		1,434.38	4	58	24.73	139
Rodney—																			
1917	587.46	.....	57	.....	.....	.....	None	665.84	.....	41	.....	.....	.....	None	.....	.....	.....	.....	98
1918	794.65	6,522	63	9	1.10	12.0		911.63	7,916	44	15	1.78	11.5		.....	.....	.....	.....	107
1919	1,050.66	10,423	78	11	1.12	10.1		1,224.65	9,712	46	18	2.04	11.4		1,657.98	2	47	35.28	126
1920	1,516.38	15,389	104	12	1.21	9.9		1,373.38	12,641	53	20	2.16	10.9		1,506.77	2	55	27.40	159
1921	1,849.15	20,809	120	14	1.28	8.9		1,548.45	14,445	56	21	2.30	10.7		1,427.43	2	51	27.99	178
1922	1,897.70	26,252	131	17	1.26	7.3		1,362.47	18,950	60	26	1.89	7.2		1,343.34	4	69	19.47	195
St. Catharines—																			
1914	2,013.48	53,572	833	.....	.....	3.7	7	412.75	22,843	92	.....	.....	1.9	7	12,742.98	20	.....	.....	945
1915	9,540.70	273,389	1,612	19	65	3.5		3,810.11	196,056	192	115	2.23	1.9		25,193.30	34	.....	.....	1,838
1916	16,419.57	591,765	2,410	24	68	2.8		5,925.49	318,877	247	121	2.25	1.5		40,688.67	48	.....	.....	2,705
1917	24,275.56	1,038,894	2,833	31	77	2.3		6,024.34	392,524	270	127	1.99	1.5		71,138.36	52	4,418	16.10	3,155
1918	30,187.05	1,448,273	3,022	40	84	2.0		6,028.41	374,447	279	113	1.83	1.6		94,632.33	53	4,873	19.41	3,454
1919	36,710.19	1,815,947	3,428	44	89	2.0		7,401.09	489,325	299	136	2.06	1.5		48,616.67	52	3,301	14.73	3,719
1920	46,123.30	2,899,265	3,703	65	1.04	1.6		8,930.44	627,664	338	155	2.20	1.4		60,203.07	69	3,799	15.85	4,110
1921	55,560.41	3,932,393	4,040	81	1.15	1.4		10,321.67	685,855	360	159	2.39	1.5		54,947.24	84	3,773	14.56	4,484
1922	59,603.93	4,565,984	4,341	88	1.15	1.3		11,409.66	824,900	398	173	2.39	1.4		66,583.84	93	4,057	16.40	4,832

St. George—																			
1915	203.23	.....	39	.....	.....	.....	None	139.16	.....	14	.....	.....	.....	None	311.30	1	.....	.....	54
1916	832.23	11,483	56	20	1.46	7.2		474.38	7,031	24	31	2.08	6.7		583.52	2	.....	.....	82
1917	1,046.91	15,314	60	22	1.50	6.8		478.96	8,067	23	29	1.74	5.9		642.64	3	35	18.36	86
1918	1,138.63	14,034	64	18	1.53	8.1		456.16	8,405	25	29	1.58	5.4		1,379.58	4	44	31.35	93
1919	1,399.56	17,841	71	21	1.64	7.8		595.23	10,711	25	36	1.99	5.5		2,254.91	4	75	30.06	100
1920	1,390.96	19,694	80	20	1.45	7.1		711.98	13,764	24	48	2.47	5.2		2,010.11	4	71	28.31	108
1921	1,312.39	22,771	87	22	1.24	5.8		656.56	13,845	25	46	2.19	4.7		2,029.88	4	78	26.02	116
1922	1,608.26	31,675	96	29	1.48	5.1		719.97	14,384	27	46	2.31	5.0		2,151.07	4	83	26.89	127
St. Jacobs—																			
1918	570.67	7,000	43	.....	.....	.....	None	521.00	7,559	21	.....	.....	.....	None	2,160.76	1	.....	.....	65
1919	615.87	7,992	48	14	1.07	7.7		517.40	6,462	22	24	1.96	8.0		2,031.33	2	66	30.87	72
1920	742.62	14,600	60	20	1.03	5.1		494.93	4,588	14	26	2.78	10.8		2,431.32	2	.....	.....	76
1921	989.14	16,370	57	24	1.45	6.0		524.38	6,049	23	22	1.90	8.7		2,303.05	2	77	29.91	82
1922	1,258.71	24,699	70	32	1.66	5.1		456.62	10,465	23	28	1.49	5.4		1,136.57	3	41	27.72	95
St. Marys—																			
1912	4,967.16	.....	240	.....	.....	.....	9+15	4,069.20	.....	143	.....	.....	.....	9+15	6,001.30	20	.....	.....	402
1913	3,815.77	44,801	396	12	1.00	8.5		4,553.73	62,486	160	34	2.50	7.3		8,221.72	29	.....	.....	588
1914	4,614.95	67,375	454	13	90	6.7		4,733.33	75,257	161	39	2.46	6.3		10,610.00	30	.....	.....	645
1915	5,073.97	72,819	528	12	86	6.9		4,222.53	75,644	151	40	2.25	5.5		8,739.87	33	.....	.....	712
1916	5,020.33	127,274	563	19	77	3.9		3,161.26	79,768	161	42	1.69	4.0		9,266.74	28	.....	.....	752
1917	5,552.22	140,001	583	20	81	4.0		3,052.62	87,774	161	45	1.58	3.5		8,814.71	30	472	18.67	774
1918	6,341.15	173,316	606	24	88	3.6		2,973.06	86,665	180	42	1.45	3.4		8,510.57	34	426	19.97	820
1919	8,046.60	233,881	728	27	92	3.4		3,526.28	133,805	151	74	1.95	2.6		8,996.31	32	487	18.47	911
1920	9,598.64	306,916	759	34	1.05	3.1		4,593.72	154,624	151	85	2.53	3.0		15,497.27	40	671	23.10	950
1921	12,479.26	406,040	811	42	1.28	3.1		5,952.89	178,536	153	97	3.24	3.3		22,885.85	42	856	26.73	1,006
1922	15,043.43	517,681	839	52	1.51	2.9		6,097.33	173,918	198	83	2.90	3.5		21,805.60	41	844	25.83	1,078
St. Thomas—																			
1912	7,596.01	.....	620	.....	.....	.....	11	18,741.74	.....	300	.....	.....	.....	11	14,761.30	60	.....	.....	980
1913	11,125.50	187,000	951	19	1.18	5.9		16,097.41	272,000	329	72	4.26	5.9		36,550.26	70	.....	.....	1,350
1914	13,221.00	277,539	1,499	19	90	4.8		13,480.75	346,994	384	81	3.15	3.9		44,247.13	92	.....	.....	1,975
1915	16,517.37	460,103	1,903	23	81	3.6		13,422.48	504,679	434	102	2.73	2.7		44,780.45	101	.....	.....	2,438
1916	20,210.52	629,102	2,241	25	81	3.2		15,145.47	607,131	464	93	2.81	2.5		46,698.91	107	.....	.....	2,812
1917	22,620.72	759,512	2,524	27	79	3.0		14,843.27	600,317	472	107	2.64	2.5		44,977.52	112	2,349	19.15	3,108
1918	25,561.20	877,011	2,654	28	82	2.9		12,332.86	694,990	481	121	2.15	1.7		53,973.48	112	2,546	21.19	3,247
1919	29,904.22	1,001,693	3,073	27	81	2.9		14,958.16	796,838	504	132	2.47	1.9		54,035.16	112	2,754	19.62	3,689
1920	39,060.45	1,486,606	3,485	36	93	2.6		19,489.14	868,845	523	138	3.10	2.2		53,682.89	112	3,167	16.96	4,120
1921	41,410.99	1,749,059	3,355	43	1.03	2.4		21,113.52	983,369	547	150	3.22	2.1		50,755.91	110	3,300	15.38	4,012
1922	48,664.67	2,312,688	3,744	54	1.15	2.1		25,144.74	1,148,936	574	171	3.74	2.2		58,344.66	116	3,578	16.31	4,434
St. Clair Beach—																			
1922	113.46	.....	23	.....	.....	.....		504.81	.....	2	.....	.....	.....		66.64	1	.....	.....	26

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				Total number of consumers
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Sarnia—																				
	1917	25,655.32	385,770	2,150	15	99	6.6	6	18,724.77	405,824	439	75	3.55	4.4	5—4	33,693.36	58	1,014	33.23	2,647
	1918	28,772.83	549,370	2,380	20	1.05	5.2		19,935.11	494,635	445	93	3.75	4.0		35,272.45	62	1,110	31.78	2,887
	1919	33,920.44	720,871	2,681	22	1.05	4.7		22,668.63	534,075	492	91	3.84	4.2		68,714.03	70	2,065	33.28	3,243
	1920	44,174.44	1,028,520	2,918	29	1.26	4.3		28,041.43	566,212	477	98	4.90	5.0		100,632.53	65	2,687	37.45	3,460
	1921	51,857.64	1,473,021	3,591	34	1.20	3.5		29,269.89	841,088	546	127	4.47	3.5		90,166.93	79	2,816	22.02	4,216
	1922	57,975.10	1,903,231	3,928	42	1.29	3.0		24,663.65	949,077	565	143	3.54	2.5		92,054.18	86	2,950	31.20	4,579
Scarboro Twp.—																				
	1919	.....	58,961	428	12	.....	.....	None	.....	4,054	9	30	.....	.....	None	.....	1	.....	.....	438
	1920	.....	144,202	652	18	.....	.....		*	3,374	8	35	.....	.....		3,083.31	3	59	52.26	663
	1921	13,932.01	305,779	947	27	1.23	4.5		943.89	18,096	15	100	5.24	5.2		3,920.18	8	119	32.94	960
	1922	20,438.77	293,567	1,363	.....	.....	.....		83.13	11,845	58	.....	.....	.....		10,281.79	12	175	58.75	1,433
Seaforth—																				
	1913	2,124.18	24,665	178	.....	.....	8.6		2,876.47	34,789	105	.....	.....	8.3		7,509.99	10	.....	.....	293
	1914	2,467.36	37,453	211	16	1.06	6.8	8+25	2,581.30	45,492	112	35	1.98	5.6	8+25	7,707.01	10	.....	.....	333
	1915	2,593.70	43,162	238	16	96	6.0		2,724.84	48,840	111	37	2.03	5.6		7,685.52	11	.....	.....	360
	1916	3,045.65	51,884	280	17	97	5.9		2,941.03	56,380	110	43	2.22	5.2		9,684.11	12	.....	.....	402
	1917	3,437.49	59,870	298	17	96	5.8		2,902.34	49,593	112	37	2.16	5.8		15,125.30	13	401	37.72	423
	1918	3,675.33	65,761	311	18	99	5.6		2,874.71	50,140	108	38	2.17	5.7		21,124.99	12	573	36.86	431
	1919	4,209.20	80,479	326	21	1.08	5.2		3,460.97	62,055	119	43	2.42	5.6		12,054.95	13	469	25.70	455
	1920	4,606.78	94,972	400	20	96	4.8		3,764.88	79,380	117	56	2.68	4.8		9,860.95	13	360	27.39	530
	1921	5,870.40	138,859	447	26	1.09	4.2		3,610.84	89,515	124	60	2.43	4.0		9,993.15	13	407	24.55	584
	1922	6,631.66	182,565	479	32	1.19	3.7		3,567.85	91,694	116	64	2.48	3.9		8,829.97	11	354	24.94	606

Shelburne—																				
1917	1,625.28	28,451	133	18	1.02	5.7	10	1,362.06	23,807	74	27	1.53	5.7	10	620.14	4	28	22.15	210
1918	1,749.09	31,280	142	19	1.06	5.5		1,416.45	25,820	76	28	1.57	5.4		2,465.07	5	102	24.16	223
1919	2,046.30	40,546	170	20	1.00	5.0		1,645.38	32,215	76	35	1.80	5.1		2,606.52	3	107	24.36	249
1920	2,616.47	42.896	182	19	1.18	6.1		2,084.51	34,331	81	35	2.14	6.1		4,086.32	9	173	23.62	272
1921	3,754.83	60,112	206	24	1.52	6.2		2,862.25	48,759	80	51	2.98	5.9		4,460.29	7	181	24.64	293
1922	4,441.32	68,766	221	27	1.74	6.4		2,829.00	46,235	78	49	2.98	6.1		3,429.94	9	152	22.57	308
Simcoe—																				
1915	351.67	5,227	35	.....	.....	6.7	None	1,386.89	26,852	61	.....	.....	5.1	None	766.42	8	.....	.....	153
1916	1,857.61	13,238	57	.....	.....	6.5		2,292.28	46,254	84	53	2.63	5.0		1,386.33	12	.....	.....	198
1917	1,346.19	25,468	79	31	1.65	5.3		3,054.71	71,756	103	64	2.74	4.3		1,819.98	16	89	20.45	.....
1918	1,544.94	29,766	103	27	1.41	5.1		3,134.81	75,588	111	59	2.44	4.1		2,012.87	16	97	20.75	230
1919	2,237.23	40,838	134	25	1.40	5.5		4,431.49	96,254	126	62	2.93	4.7		2,766.80	80	134	20.65	278
1920	2,960.86	63,962	176	30	1.40	4.6		5,036.58	131,406	136	80	3.09	3.8		2,856.90	20	155	18.43	332
1921	3,446.47	95,067	222	36	1.28	3.6		4,967.07	170,629	154	92	2.69	2.9		4,130.39	21	232	17.80	397
1922	4,194.50	160,517	277	54	1.40	2.6		5,631.93	216,105	181	108	2.81	2.6		6,160.26	24	314	19.62	482
Smiths Falls—																				
1919	12,798.23	303,116	1,017	25	1.05	4.2	8	8,267.12	216,517	226	80	3.05	3.8	8	12,127.54	28	438	27.69	1,271
1920	19,399.20	.....	1,121	.....	.....	.....		11,655.03	.....	240	.....	.....	.....		22,392.75	31	668	33.50	1,394
1921	24,285.20	448,540	1,162	32	1.74	5.4		12,264.33	244,781	232	88	4.41	5.2		25,304.04	37	795	31.83	1,431
1922	24,402.79	513,494	1,294	35	1.66	4.7		14,260.12	228,143	245	78	4.99	6.2		25,074.49	36	787	31.86	1,575
Springfield—																				
1918	738.06	7,332	40	.....	.....	.....	None	526.02	6,161	18	.....	.....	.....	None	650.34	2	25	.....	60
1919	900.59	9,413	47	17	1.60	9.6		635.08	8,595	21	34	2.52	7.4		545.33	2	28	19.48	70
1920	961.07	10,813	50	18	1.60	8.9		697.17	8,281	21	33	2.75	8.4		648.72	2	28	23.17	73
1921	1,110.81	13,368	53	21	1.75	8.3		574.12	.....	22	.....	2.20	.....		528.69	2	27	19.58	77
1922	1,216.56	15,720	64	23	1.75	7.7		589.43	5,709	24	21	2.14	10.3		701.33	3	33	21.25	91
Stamford Twp.—																				
1920	6,951.53	.....	673	.....	.....	.....	None	.....	.....	27	.....	.....	.....	None	7,276.54	11	.....	.....	711
1921	10,340.84	.....	770	.....	.....	.....		.....	.....	20	.....	.....	.....		6,937.46	9	.....	.....	799
1922	15,246.07	74,352	751	82	1.67	2.0		365.04	1,254	16	.....	.....	.....		11,241.10	14	445	25.26	112
Stayner—																				
1913	158.48	.....	120	.....	.....	.....		116.91	.....	30	.....	.....	.....		301.86	2	.....	.....	152
1914	909.58	9,200	108	7	66	9.9		747.93	11,000	56	20	1.45	6.7		1,699.08	2	.....	.....	156
1915	995.47	11,845	106	9	78	8.4	Flat	933.55	13,725	56	20	1.39	6.8	Flat	1,694.94	2	.....	.....	164
1916	1,012.15	11,995	115	9	76	9.2		997.39	12,955	65	18	1.37	7.7		1,835.29	3	.....	.....	183
1917	1,109.46	13,883	124	10	78	7.9		957.56	17,169	59	23	1.29	5.6		1,009.88	5	44	22.95	188
1918	1,180.03	13,826	132	10	76	7.0		914.85	15,682	57	22	1.13	5.8		1,982.63	4	78	25.41	193
1919	1,368.49	24,969	134	14	85	6.1		1,334.50	21,766	60	30	1.85	6.1		3,382.97	5	134	25.23	199
1920	1,896.77	24,748	151	14	1.05	7.7		1,683.99	26,620	62	36	2.26	6.3		3,826.06	5	171	22.38	218
1921	2,534.35	40,043	164	20	1.29	6.3		2,301.30	34,034	65	44	2.95	6.8		3,006.88	9	126	23.86	238
1922	2,707.30	37,525	176	18	1.33	6.1		2,246.55	36,789	67	47	2.82	6.1		2,433.27	7	114	20.28	250

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr		cents	cents	$ c.			$ c.	
Stratford—																			
1912	6,942.56	.....	640	.....	90	.....	12+25	14,661.16	.....	316	.....	3.86	.....	12+25	8,834.40	76	.....	.....	1,032
1913	11,550.71	.....	1,042	.....	1.02	.....		17,072.61	.....	367	.....	4.15	.....		14,272.59	92	.....	.....	1,501
1914	15,180.91	269,459	1,403	18	1.03	5.5		16,336.30	345,639	396	76	3.55	4.7		16,519.24	99	.....	.....	1,898
1915	16,967.58	388,200	1,724	21	90	4.4		14,766.75	400,686	439	79	2.92	3.7		15,415.78	104	.....	.....	2,267
1916	20,108.76	553,441	1,993	26	90	3.6		14,803.08	601,616	463	110	2.75	2.5		23,506.12	103	.....	.....	2,559
1917	26,614.85	831,496	2,492	31	99	3.2		16,385.81	613,108	388	120	3.21	2.6		27,846.16	112	1,167	23.86	2,992
1918	29,314.17	1,047,437	2,626	34	95	2.7		15,261.26	518,122	399	109	3.23	2.9		27,845.41	118	1,234	22.56	3,143
1919	35,342.84	1,380,776	2,898	40	1.02	2.6		17,330.26	636,710	408	130	4.53	2.7		26,420.07	124	1,250	21.14	3,430
1920	41,679.50	1,956,442	3,193	51	1.09	2.1		19,050.82	779,670	423	154	3.75	2.4		34,923.07	137	1,618	21.58	3,753
1921	50,918.45	2,646,048	3,414	63	1.24	1.9		19,459.85	828,518	455	152	3.56	2.3		33,036.65	146	1,702	19.41	4,015
1922	64,796.40	3,768,062	3,652	89	1.53	1.7		21,947.00	1,111,986	477	201	3.96	2.0		32,619.11	157	1,696	19.23	4,286
Strathroy—																			
1915	3,380.78	36,200	233	.....	.....	9.3	12+25	4,701.76	50,469	147	.....	.....	9.3	12+25	700.49	5	.....	.....	385
1916	3,318.45	51,197	314	16	1.01	6.5		3,817.38	66,325	152	37	2.12	5.8		2,927.36	8	.....	.....	474
1917	4,355.25	71,509	375	17	1.05	6.1		3,554.88	62,205	153	34	1.94	5.7		4,138.79	11	175	23.65	539
1918	4,926.25	106,921	381	23	1.08	4.6		3,588.67	73,822	142	41	2.02	4.8		7,447.74	12	727	10.24	535
1919	5,589.48	112,946	417	23	1.12	4.9		4,228.41	89,732	147	51	2.40	4.7		7,064.29	13	258	27.38	577
1920	6,891.04	155,682	479	27	1.20	4.4		5,037.74	115,923	159	61	2.64	4.3		11,192.48	22	502	22.29	660
1921	7,927.50	205,236	537	32	1.23	3.9		5,436.85	122,041	165	62	2.75	4.4		13,145.24	23	604	21.76	725
1922	9,019.42	259,236	617	37	1.30	3.5		5,685.75	153,162	164	77	2.88	3.7		12,936.06	23	599	21.48	804

Sunderland—																			
1915	794.83	.....	57	.....	.....	.....	12.5	939.85	.....	36	.....	.....	.....	12.5	.....	.....	.....	.....	93
1916	752.64	7,714	61	11	1.06	9.8		840.22	9,644	37	45	1.92	9.0		211.86	1	.....	.....	99
1917	858.64	10,369	58	15	1.29	8.3		745.91	10,108	27	26	1.94	7.4		731.14	2	34	21.50	87
1918	988.01	11,631	65	15	1.33	8.4		735.19	7,867	31	22	2.11	9.3		825.04	1	30	27.50	97
1919	1,123.51	14,103	71	17	1.32	8.0		905.32	10,497	32	24	2.36	9.8		1,001.01	1	30	33.37	104
1920	1,580.01	17,349	79	18	1.66	9.1		1,060.24	10,876	34	27	2.60	9.7		790.48	1	30	26.35	114
1921	1,851.55	16,233	79	17	1.95	11.4		1,398.04	9,850	35	23	3.33	14.2		814.60	2	30	27.15	116
1922	1,858.95	16,376	80	17	1.94	11.4		1,523.73	14,023	36	34	3.63	10.9		755.72	2	35	22.90	118
Tara—																			
1918	428.50	.....	45	.....	.....	.....	None	392.66	.....	34	.....	.....	.....	None	352.49	1	.....	.....	80
1919	601.28	9,807	59	14	85	6.1		694.94	11,526	38	24	1.52	6.0		519.73	3	27	19.24	100
1920	1,093.36	16,329	71	19	1.28	6.7		1,047.54	13,127	42	26	2.08	8.0		950.40	5	46	20.66	118
1921	1,824.49	22,922	81	24	2.54	7.9		1,787.89	15,682	39	34	3.82	11.4		1,134.69	6	.....	.....	126
1922	2,226.18	.....	84	.....	.....	.....		1,977.69	.....	37	.....	.....	.....		1,120.91	5	32	35.03	126
Tavistock—																			
1917	1,155.03	.....	80	.....	.....	.....	10	1,396.92	.....	64	.....	.....	.....	10	1,915.65	2	.....	.....	146
1918	1,258.12	13,089	114	10	92	9.6		1,014.49	11,047	58	16	1.46	9.2		10,303.82	3	284	36.29	175
1919	1,442.02	21,845	126	14	95	6.6		991.26	18,574	60	26	1.36	5.3		10,133.62	4	305	33.23	190
1920	1,806.64	31,384	139	19	1.08	5.7		1,015.70	21,082	64	29	1.32	4.6		8,593.94	4	298	28.84	207
1921	2,184.08	49,433	155	27	1.17	4.4		1,069.78	39,706	64	52	1.39	2.7		8,593.78	4	300	28.64	223
1922	3,131.34	83,513	201	39	1.47	3.7		1,129.37	48,305	62	64	1.46	2.3		6,626.92	4	249	26.61	267
Tecumseh—																			
1922	1,325.94	.....	279	.....	.....	.....		541.16	.....	32	.....	.....	.....		15.15	1	.....	.....	312
Teeswater—																			
1922	2,695.66	38,937	127	25	1.77	6.9		1,480.98	22,148	47	39	2.63	6.7		2,528.67	3	94	26.90	177
Thamesford—																			
1914	393.49	3,686	44	.....	.....	10.9	None	323.92	3,445	26	.....	.....	9.4	None	946.32	2	.....	.....	72
1915	374.34	6,676	59	9	78	8.6		481.78	5,886	26	12	1.20	8.2		423.21	2	.....	.....	87
1916	642.21	7,540	64	10	87	8.5		537.42	6,768	29	20	1.63	7.9		268.23	2	.....	.....	54
1917	646.83	6,973	63	9	86	9.3		588.64	6,827	28	20	1.75	8.6		682.43	3	41	16.64	99
1918	652.58	7,773	67	10	81	8.5		630.67	9,019	28	27	1.88	7.0		1,680.37	4	69	24.35	99
1919	820.10	8,993	69	11	1.12	9.1		819.62	10,572	27	33	2.53	7.7		3,727.03	4	69	38.22	100
1920	1,030.02	10,899	71	13	1.21	9.4		980.63	12,388	28	37	2.75	7.4		3,852.98	3	105	36.70	102
1921	1,127.26	13,113	80	14	1.17	8.6		1,003.40	13,575	27	42	3.10	7.4		4,009.68	3	104	38.55	110
1922	1,274.53	16,861	85	17	1.27	7.6		1,228.33	16,823	26	54	3.94	7.3		4,211.07	4	109	38.63	115

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Thamesville—																			
1915	378.79	.....	107	.....	.....	.....	9	283.36	.....	53	.....	.....	.....	11	.....	.....	.....	.....	160
1916	1,729.79	19,061	137	13	1.18	9.1		1,021.17	13,087	59	20	1.52	7.8		.....	.....	.....	.....	196
1917	1,829.34	21,168	145	13	1.08	8.6		949.80	9,697	70	12	1.22	9.8		.....	.....	.....	.....	215
1918	1,781.98	23,819	149	13	1.00	7.5		909.52	11,131	63	15	1.20	8.2		.....	.....	.....	.....	213
1919	1,672.09	26,913	149	15	94	6.2		1,242.00	16,158	69	19	1.50	7.7		.....	.....	.....	.....	218
1920	2,293.54	31,757	168	16	1.14	7.2		1,783.72	16,581	67	21	2.22	10.8		199.80	2	.....	.....	237
1921	2,907.81	36,542	183	17	1.32	8.0		2,578.52	24,263	66	31	3.26	10.6		2,556.55	4	64	39.95	253
1922	3,030.28	41,882	181	19	1.39	7.2		2,179.75	28,244	72	34	2.63	7.7		3,161.15	5	81	39.03	258
Thedford—																			
1922	1,027.74	.....	100	.....	.....	.....		686.87	.....	33	.....	.....	.....		365.28	1	.....	.....	134
Thorndale—																			
1914	446.27	2,787	34	.....	.....	7.8	None	.....	2,989	18	.....	.....	7.8	None	329.27	1	.....	.....	53
1915	299.37	2,816	32	7	76	10.6		374.09	3,653	20	16	1.64	10.2		542.53	1	.....	.....	53
1916	328.67	3,597	33	9	84	9.1		403.01	3,709	21	16	1.64	10.9		459.79	1	.....	.....	55
1917	382.95	4,654	37	11	91	8.2		413.03	4,642	22	17	1.56	8.9		475.53	1	24	19.81	60
1918	434.89	5,754	41	12	92	7.5		404.27	5,302	23	19	1.49	7.6		2,114.60	2	64	33.04	66
1919	539.94	9,211	43	12	1.05	8.7		560.55	6,015	27	19	1.73	9.3		2,337.09	2	77	30.35	72
1920	716.05	7,115	46	13	1.30	10.0		715.49	9,269	27	29	2.21	7.7		3,455.34	2	86	40.18	75
1921	989.21	10,666	62	16	1.33	9.3		743.97	8,748	17	43	3.65	8.5		2,102.43	2	61	34.47	81
1922	1,056.69	11,787	55	17	1.52	8.8		668.49	8,098	25	32	2.65	8.3		1,838.18	1	54	34.04	81
Thornton—																			
1919	390.38	.....	31	.....	.....	.....	None	158.36	.....	10	.....	.....	.....	None	.....	.....	.....	.....	41
1920	564.08	.....	33	.....	.....	.....		198.24	.....	10	.....	.....	.....		.....	.....	.....	.....	43
1921	688.24	6,683	34	16	1.69	10.3		306.20	3,250	11	24	2.32	9.4		.....	.....	.....	.....	55
1922	786.81	7,816	38	18	1.82	10.1		330.93	2,431	10	20	2.75	13.2		.....	.....	.....	.....	48

Thorold—																			
1922	12,100.76	558,497	985	47	1.02	2.2		4,986.80	234,313	172	113	2.41	2.1		2,590.78	5	89	29.51	1,162
Tilbury—																			
1915	979.57	.....	123	.....	.....	.....	10	1,476.53	.....	67	.....	.....	.....	10	.....	.....	.....	.....	190
1916	1,507.37	21,483	127	14	1.00	6.5		2,071.77	32,612	79	37	2.36	4.5		149.60	2	.....	.....	218
1917	1,555.59	20,600	132	13	1.00	7.6		2,038.56	27,335	80	29	2.12	7.5		423.28	5	22	19.24	217
1918	1,652.71	23,964	135	15	1.02	6.9		1,834.59	26,534	75	29	2.04	6.8		1,402.53	4	56	25.15	214
1919	1,918.60	30,305	143	18	1.12	6.3		2,279.49	34,939	91	32	2.09	6.5		1,889.69	5	77	24.54	239
1920	2,372.09	35,314	144	20	1.37	6.7		2,648.21	44,668	91	41	2.43	5.9		1,711.87	6	85	20.14	241
1921	3,279.86	50,279	193	22	1.42	6.5		3,457.17	54,960	89	51	3.24	6.3		4,745.94	8	168	28.25	290
1922	4,201.29	67,899	220	25	1.69	6.2		4,265.94	67,317	88	63	4.04	6.3		6,640.84	10	256	25.90	318
Tillsonburg—																			
1912	3,233.92	.....	200	.....	.....	.....	11+25	3,350.91	.....	128	.....	.....	.....	11+25	3,283.75	6	.....	.....	334
1913	2,796.57	29,115	254	10	1.03	9.6		4,677.38	66,049	143	41	2.87	7.8		4,763.15	17	.....	.....	414
1914	3,367.74	45,937	300	14	1.02	7.3		4,579.37	70,265	160	38	2.52	6.5		6,303.09	16	.....	.....	476
1915	3,203.51	55,346	348	14	83	5.7		4,236.42	74,564	161	38	2.19	5.7		5,619.15	15	.....	.....	524
1916	4,009.67	72,975	375	18	1.02	5.5		4,493.41	95,326	188	46	2.14	4.7		5,692.05	17	.....	.....	580
1917	5,237.69	97,606	400	21	1.13	5.4		4,758.14	96,044	165	45	2.25	5.0		7,935.07	20	451	17.59	585
1918	4,534.89	77,751	407	16	93	5.8		5,377.01	104,830	166	53	2.70	5.1		16,717.31	22	532	31.42	595
1919	4,971.07	110,613	441	21	94	4.5		5,573.12	136,175	178	64	2.61	4.1		23,917.76	22	781	30.63	641
1920	6,417.45	159,319	480	28	1.16	4.0		6,077.79	151,422	178	71	2.84	4.0		18,378.45	19	753	24.41	677
1921	7,160.17	178,122	527	28	1.13	4.0		6,679.06	174,255	189	77	2.94	3.8		10,084.24	19	536	18.81	735
1922	7,980.94	213,716	566	32	1.22	3.7		7,177.19	163,421	196	71	4.11	4.4		9,916.25	22	514	19.29	784
Toronto—																			
1912	201,554.74	.....	11,441	.....	.....	.....	8+25	*	.....	*	.....	.....	.....	12+25	225,451.55	518	.....	.....	11,959
1913	190,376.89	4,220,270	16,519	25	1.25	4.4		233,799.04	6,156,073	4,764	.....	4.09	3.8		347,708.88	1,037	.....	.....	22,320
1914	289,645.45	6,240,882	23,181	27	1.22	4.5		305,534.31	7,683,589	6,276	116	4.61	3.9		483,681.15	1,494	.....	.....	30,951
1915	331,807.18	8,599,559	29,724	27	1.04	3.9		291,907.92	10,243,496	7,227	126	3.60	2.8		575,239.17	1,504	.....	.....	38,455
1916	225,181.19	11,250,291	34,347	29	89	3.1		272,243.06	11,491,577	7,406	131	3.10	2.4		612,918.32	1,707	.....	.....	43,460
1917	414,043.17	15,341,150	41,358	34	91	2.7		297,459.72	12,763,343	9,341	126	2.96	2.3		734,294.61	2,028	36,856	19.92	52,727
1918	451,824.59	18,068,947	42,558	36	89	2.5		294,653.18	13,025,770	9,113	117	2.66	2.2		907,886.95	2,034	46,159	19.66	53,705
1919	560,912.00	22,799,666	51,242	37	91	2.5		382,167.17	17,197,460	10,510	136	3.03	2.2		1,144,453.76	2,225	52,200	21.93	63,977
1920	729,364.33	33,567,358	57,685	51	1.11	2.2		507,285.14	22,452,782	11,307	171	3.87	2.2		1,158,639.12	2,390	57,000	20.33	71,382
1921	865,908.45	38,662,078	67,019	48	1.08	2.2		699,144.27	24,954,872	12,401	168	4.70	2.8		1,236,518.60	2,488	58,880	21.00	81,908
1922	1,073,539.05	51,689,146	76,985	59	1.24	2.1		852,286.95	30,402,527	13,684	198	5.55	2.7		1,368,884.30	2,659	60,615	22.58	93,328
Toronto Twp.—																			
1918	13,180.75	.....	280	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	280
1919	14,566.15	.....	258	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	258
1920	18,641.08	.....	398	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	12	.....	.....	410
1921	25,042.87	.....	573	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	12	.....	.....	585
1922	27,068.08	435,808	798	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	11	.....	.....	809

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	Total number of consumers
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Tottenham—																			
1919	1,323.68	10,434	79	11	1.40	12.7	Flat	984.93	9,125	46	17	1.78	10.8	Flat	.....	.....	.....	.....	125
1920	1,528.86	19,560	82	19	1.55	7.8		1,011.40	11,000	41	23	2.09	9.8		.....	.....	.....	.....	123
1921	2,181.09	25,684	103	21	1.77	8.5		1,335.34	13,089	47	23	2.37	10.2		217.57	2	6	36.26	152
1922	2,479.22	29,904	106	24	1.98	8.3		1,445.59	15,209	52	25	2.41	9.5		615.59	3	22	27.99	161
Uxbridge—																			
1922	589.77	.....	127	.....	.....	.....		669.36	.....	75	.....	.....	.....		19.94	8	.....	.....	210
Vaughan Twp.—																			
1918	334.57	.....	30	.....	.....	.....	None	124.50	.....	6	.....	.....	.....	None	562.17	3	.....	.....	39
1919	549.48	6,945	42	14	1.09	7.9		150.03	1,490	8	14	1.65	11.8		1,972.79	7	86	22.94	57
1920	763.80	8,514	47	16	1.44	8.9		152.45	1,682	10	16	1.41	9.1		2,059.19	6	79	25.06	63
1921	1,145.99	10,309	53	16	1.80	11.1		234.78	2,121	10	17	1.96	11.1		2,633.87	4	83	31.73	67
1922	1,436.54	12,225	53	19	2.26	11.7		320.49	2,915	13	21	2.32	10.9		2,581.59	4	82	31.48	70
Victoria Harbour—																			
1915	105.79	.....	56	.....	.....	.....	Flat	117.85	.....	34	.....	.....	.....	Flat	.....	.....	.....	.....	90
1916	642.29	.....	65	.....	.....	.....		1,171.37	.....	31	.....	.....	.....		.....	.....	.....	.....	96
1917	666.04	9,230	69	11	80	7.2		1,130.48	11,721	38	26	2.48	9.6		.....	.....	.....	.....	107
1918	735.97	12,403	71	15	86	5.9		1,069.34	13,830	27	42	3.30	7.7		.....	.....	.....	.....	98
1919	931.86	15,485	78	16	98	6.0		1,299.03	17,292	33	44	3.28	7.5		.....	.....	.....	.....	111
1920	1,222.63	26,137	89	26	1.21	4.9		1,470.72	23,053	39	53	3.40	6.3		.....	.....	.....	.....	128
1921	1,593.60	29,255	97	25	1.37	5.4		1,607.34	32,090	36	74	3.72	5.0		.....	.....	.....	.....	133
1922	1,943.27	26,107	116	28	1.52	5.4		1,769.22	18,860	40	41	3.88	9.4		.....	.....	.....	.....	156

Walkerville—																				
1914	3,037.96	.....	790	.....	.....	.....	15—5	1,492.84	.....	175	.....	.....	.....	15–10–5	6,042.11	75	.....	.....	1,040
1915	13,036.98	241,771	1,159	21	1.12	5.4		7,836.93	157,198	195	70	3.49	4.4		39,523.81	72	.....	.....	1,421
1916	18,813.06	391,629	1,513	27	1.34	4.8		12,104.72	309,727	216	126	4.61	3.9		77,003.07	75	.....	.....	1,804
1917	23,683.25	483,770	1,883	24	1.16	4.9		15,350.67	358,594	225	136	5.81	4.3		80,075.42	71	2,408	33.25	2,179
1918	27,570.83	532,075	1,970	23	1.16	5.2		16,116.67	372,896	230	137	5.90	4.3		101,125.84	67	2,727	37.08	2,267
1919	34,159.82	638,269	2,347	23	1.21	5.3		18,045.74	471,895	265	150	5.76	3.8		84,601.16	73	2,676	31.60	2,685
1920	40,884.48	1,432,929	2,904	45	1.29	.....		22,432.85	618,709	336	171	6.23	3.6		109,892.78	78	3,963	27.80	3,318
1921	58,792.95	1,824,842	3,171	48	2.54	3.2		21,605.39	569,628	398	120	4.52	3.8		117,511.33	81	4,217	27.87	3,650
1922	60,340.85	2,266,468	1,486	.....	.....	.....		19,991.66	583,237	241	.....	.....	.....		135,181.47	77	4,534	.....	1,804
Wallaceburg—																				
1915	4,079.74	56,482	368	.....	.....	7.2	11	4,239.30	63,747	161	.....	.....	6.6	10	87.32	2	.....	.....	531
1916	5,695.45	68,988	438	15	1.05	7.4		4,589.30	67,718	154	22	1.48	6.8		5,866.32	5	.....	.....	593
1917	6,077.20	84,311	493	15	1.09	7.2		4,259.72	92,718	157	49	2.29	4.6		13,218.75	16	415	31.85	662
1918	6,596.51	97,575	527	15	1.04	6.8		3,895.96	66,589	169	33	1.75	5.9		17,475.36	18	504	34.67	714
1919	8,825.29	134,986	603	19	1.22	6.5		5,366.66	190,152	174	91	2.57	2.8		25,597.73	28	732	34.97	805
1920	11,021.73	188,628	621	26	1.50	5.8		7,115.48	234,535	179	110	3.35	3.0		32,236.49	26	958	33.35	826
1921	11,703.39	235,752	715	28	1.36	5.0		7,363.40	164,547	193	71	3.18	4.5		26,193.45	36	910	28.78	944
1922	12,308.24	278,039	737	32	1.42	4.4		6,886.10	155,371	181	69	3.07	4.4		33,165.71	31	1,149	28.86	949
Waterdown—																				
1912	774.40	.....	41	.....	.....	.....	None	340.00	.....	20	.....	.....	.....	None	614.42	2	.....	.....	63
1913	1,003.09	.....	70	.....	.....	.....		361.20	.....	34	.....	.....	.....		917.65	2	.....	.....	106
1914	1,054.13	13,360	71	16	1.25	7.9		535.83	8,321	34	20	1.31	6.5		1,011.38	5	.....	.....	110
1915	1,202.41	18,017	84	19	1.30	6.7		567.65	8,493	30	23	1.48	6.7		1,207.80	7	.....	.....	121
1916	1,218.86	18,622	93	18	1.15	6.5		575.10	8,944	32	24	1.55	6.4		1,149.78	6	.....	.....	131
1917	1,317.48	18,025	101	15	1.13	7.3		529.70	7,887	31	21	1.43	6.7		1,232.89	4	85	14.50	136
1918	1,450.47	26,308	105	21	1.15	5.5		529.53	9,768	33	25	1.34	5.4		1,163.48	4	82	14.19	142
1919	1,828.47	24,000	127	16	1.20	7.6		595.30	.....	33	.....	.....	.....		1,401.58	3	67	20.92	163
1920	2,167.44	30,150	134	19	1.38	7.1		609.00	7,750	31	20	1.59	8.0		1,487.72	3	80	18.60	168
1921	2,353.26	47,413	154	26	1.24	5.0		664.53	15,236	36	35	1.54	4.4		1,137.87	4	77	14.78	194
1922	2,488.49	61,548	148	34	1.37	4.0		613.00	21,458	31	60	1.65	2.8		1,075.13	3	74	14.53	182
Waterford—																				
1915	685.22	.....	75	.....	.....	.....	10	546.08	.....	40	.....	.....	.....	10	.....	.....	.....	.....	115
1916	1,112.28	14,220	99	14	1.08	7.8		796.50	9,827	42	20	1.62	8.1		1,007.74	2	.....	.....	143
1917	1,369.35	17,445	100	15	1.14	7.8		807.28	11,938	42	24	1.21	6.8		4,030.85	1	85	47.54	143
1918	1,501.34	19,613	122	13	1.03	7.7		831.42	13,075	46	25	1.51	6.4		3,687.15	2	85	43.38	170
1919	1,874.15	37,321	149	21	1.05	5.0		1,003.75	20,737	47	37	1.78	4.8		3,921.69	3	105	37.34	199
1920	2,503.53	39,489	171	21	1.30	6.0		977.72	25,277	50	44	1.70	3.9		3,345.94	5	105	31.60	226
1921	2,957.14	68,585	203	28	1.21	4.3		1,135.31	25,104	49	43	1.93	4.5		2,493.18	7	83	30.04	259
1922	3,190.10	77,886	229	25	1.04	4.1		1,162.48	29,815	55	45	1.76	3.8		3,678.35	9	91	.....	293

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality	Year	Domestic light							Commercial light							Power				Total number of consumers
		Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Waterloo—		$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
	1912	4,057.46	.....	239	.....	.....	.....	12+25	4,524.93	.....	112	.....	.....	.....	12+25	11,545.93	35	.....	.....	386
	1913	4,263.66	69,576	321	21	1.27	6.1		5,098.42	87,718	125	62	3.58	5.8		14,970.14	44	.....	.....	490
	1914	4,723.94	85,199	430	19	1.05	5.5		4,825.22	98,924	153	59	2.90	5.0		13,282.14	51	.....	.....	634
	1915	5,401.82	106,570	524	19	94	5.1		5,284.87	107,821	162	57	2.80	4.9		15,125.32	53	.....	.....	739
	1916	5,454.60	145,196	592	22	81	3.8		4,750.09	130,418	150	69	2.54	3.6		17,905.45	50	.....	.....	792
	1917	6,562.98	195,770	694	25	85	3.4		5,097.38	144,543	155	55	2.79	3.5		18,773.17	59	1,017	18.46	908
	1918	7,157.81	232,962	735	26	81	3.1		4,738.43	132,621	155	71	2.55	3.6		20,613.60	50	1,186	17.38	940
	1919	8,771.46	305,803	830	31	88	2.9		5,347.03	176,953	161	92	2.78	3.0		23,399.07	66	1,274	18.37	1,057
	1920	11,943.47	512,612	995	47	1.09	2.3		5,488.04	234,843	169	118	2.77	2.3		27,011.12	68	1,451	18.60	1,232
	1921	14,931.02	653,123	1,091	50	1.14	2.3		7,125.48	298,664	172	145	3.45	2.4		26,882.41	68	1,455	18.47	1,331
	1922	19,267.15	990,570	1,200	72	1.40	1.9		8,090.25	335,694	178	160	3.80	2.4		33,108.68	52	1,507	21.97	1,430
Watford—																				
	1918	1,544.91	20,173	108	16	1.20	7.6	Flat	1,324.56	18,173	70	21	1.57	7.2	10+25	1,542.04	4	64	24.09	182
	1919	1,905.65	23,042	118	16	1.34	8.3		1,779.86	16,293	60	23	2.47	10.9		2,154.95	5	63	34.20	183
	1920	2,332.72	26,686	136	18	1.53	.....		2,160.32	20,679	70	27	2.76	10.5		2,305.80	7	80	29.00	213
	1921	2,873.44	30,714	154	17	1.55	9.3		2,620.52	29,233	76	32	2.87	9.0		2,808.30	8	85	33.04	238
	1922	3,118.16	36,865	201	18	1.47	8.5		2,880.90	30,769	76	34	3.16	9.4		3,227.88	9	97	33.27	286
Waubaushene—																				
	1915	516.34	7,296	49	.....	.....	7.0	None	220.50	2,979	15	.....	.....	7.7	None	32.28	1	.....	.....	65
	1916	646.58	8,233	58	13	1.01	7.9		496.47	7,534	20	36	2.37	6.6		49.52	1	.....	.....	79
	1917	691.56	8,602	64	11	94	8.0		455.62	8,588	17	40	2.23	5.3		36.85	1	3	.....	82
	1918	702.19	10,124	64	13	91	6.9		494.76	10,988	16	57	2.58	4.5		21.49	1	.....	.....	81
	1919	735.40	11,457	66	14	93	6.7		266.34	4,951	17	24	1.31	5.4		41.10	2	.....	.....	85
	1920	1,050.26	13,959	71	17	1.28	7.5		478.46	7,344	18	28	2.49	6.4		70.49	1	5	14.10	94
	1921	1,324.12	14,023	69	17	1.60	9.4		640.36	7,479	16	39	3.34	8.5		112.73	3	10	.....	88
	1922	1,368.50	18,011	70	22	1.63	7.6		557.83	9,035	17	47	2.91	6.2		167.97	3	19	.....	90

Wardsville—																			
1922	794.73	5,541	41	11	1.62	14.3		382.33	3,052	15	17	2.12	12.5		.....	.....	.....	.....	56
Wellesley—																			
1917	642.52	7,181	68	9	79	9.0	None	353.33	3,393	28	10	1.05	10.4	None	2,784.78	3	82	33.96	99
1918	677.43	8,028	65	10	87	8.4		415.73	7,198	25	24	1.38	5.8		4,351.11	3	120	36.26	93
1919	747.84	9,710	69	12	90	7.7		524.60	12,542	27	39	1.62	4.2		4,253.22	3	119	35.74	99
1920	857.83	11,307	76	12	98	7.6		524.94	11,270	30	31	1.45	4.7		4,180.31	3	118	35.40	109
1921	1,065.38	14,638	82	15	1.08	7.3		568.02	7,893	30	22	1.58	7.2		4,003.07	4	117	34.21	116
1922	1,218.98	19,222	88	19	1.20	6.3		626.02	14,624	35	38	1.63	4.3		4,332.93	5	119	36.41	128
Welland—																			
1913	1,369.67	.....	408	.....	.....	.....	8+25	558.46	.....	53	.....	.....	.....	8+25	4,307.21	18	.....	.....	479
1914	4,411.20	117,328	492	22	82	3.7		1,676.38	64,449	53	100	2.64	2.6		8,305.71	23	.....	.....	568
1915	4,643.16	154,534	467	27	81	3.0		1,600.79	69,340	57	105	2.42	2.3		38,541.88	23	.....	.....	547
1916	4,800.06	154,706	536	26	79	3.1		1,580.48	94,582	75	141	2.40	1.7		78,184.81	24	.....	.....	635
1917	5,584.56	243,723	593	36	82	2.3		2,034.85	156,083	94	155	2.02	1.3		96,449.82	23	5,985	16.12	710
1918	7,662.93	316,947	767	38	93	2.4		2,593.74	218,721	120	170	2.02	1.1		93,972.63	28	.....	.....	.....
1919	11,262.98	642,963	985	54	95	1.7		3,678.46	329,736	145	190	2.11	1.1		60,784.43	33	2,282	.....	1,163
1920	14,065.49	895,770	1,092	72	1.12	1.6		5,126.13	350,096	172	183	2.69	1.4		55,825.21	34	4,284	.....	1,298
1921	18,307.67	1,291,322	1,324	81	1.15	1.4		5,955.83	444,103	211	175	2.35	1.3		43,112.95	44	4,192	10.28	1,579
1922	21,657.48	1,542,357	1,325	97	1.36	1.4		5,827.96	469,884	213	185	2.29	1.2		42,586.24	51	3,285	12.66	1,589
Wellington—																			
1920	1,737.62	17,084	125	11	1.15	10.1	Flat	1,362.42	17,012	43	33	2.61	8.0	Flat	1,503.26	3	51	29.48	.....
1921	2,611.66	34,813	166	17	1.27	7.5		1,199.05	15,195	46	27	2.10	7.8		1,736.95	1	56	.....	.....
1922	3,092.49	40,654	176	20	1.51	7.6		1,340.74	17,102	53	29	2.23	7.8		1,842.93	5	58	31.77	234
West Lorne—																			
1917	578.98	.....	54	.....	.....	.....	Flat	602.00	.....	40	.....	.....	.....	Flat	.....	.....	.....	.....	94
1918	759.87	6,884	66	9	96	11.0		649.68	7,917	44	15	1.23	8.2		59.38	1	.....	.....	111
1919	991.90	.....	66	.....	.....	.....		873.46	.....	44	.....	.....	.....		360.44	1	8	45.05	111
1920	1,286.61	.....	.....	.....	.....	.....		1,253.45	.....	.....	.....	.....	.....		4,838.27	.....	.....	.....	.....
1921	1,630.54	21,954	110	17	1.23	7.5		1,356.84	21,503	54	33	2.09	6.3		6,008.65	3	157	38.27	167
1922	1,707.26	.....	.....	.....	.....	.....		1,469.24	.....	.....	.....	.....	.....		6,413.57	.....	.....	.....	.....

STATEMENT "D"—Continued

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
Weston—	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
1912	3,979.81	.....	225	.....	.....	.....	7.2+	750.00	.....	15	.....	.....	.....	7.2+	1,674.28	4	.....	.....	344
1913	4,117.20	.....	360	.....	.....	.....	22.5	1,475.74	.....	35	.....	.....	.....	22.5	6,166.97	6	.....	.....	400
1914	3,741.84	79,766	352	17	80	4.7		1,599.97	26,774	78	40	2.38	6.0		4,958.59	10	.....	.....	440
1915	4,407.36	96,186	441	21	93	4.6		1,305.90	27,564	90	27	1.30	4.7		4,798.33	9	.....	.....	540
1916	5,477.65	135,272	475	25	1.00	.....		1,407.31	31,898	88	30	1.13	.....		5,202.84	11	.....	.....	574
1917	5,942.00	155,303	542	24	97	3.8		1,467.63	35,800	83	35	1.44	4.1		16,420.90	12	850	19.32	637
1918	6,288.15	.....	.....	.....	.....	.....		1,403.92	.....	.....	.....	.....	.....		19,578.73	11	882	22.19	.....
1919	7,453.63	310,258	667	39	93	2.4		1,819.82	65,319	108	50	1.40	2.8		20,861.85	17	936	22.29	792
1920	9,047.65	363,877	745	42	1.06	2.2		2,125.38	36,279	104	.....	.....	.....		25,110.01	13	927	27.00	862
1921	10,086.61	626,817	1,030	51	82	1.6		2,183.96	76,122	120	53	1.51	2.9		19,057.66	14	999	19.08	1,164
1922	14,808.44	724,340	1,150	55	1.13	2.0		2,484.85	95,766	130	64	1.66	2.6		27,737.15	16	1,276	21.72	1,296
Williamsburg—																			
1915	403.72	.....	44	.....	.....	.....	None	139.26	.....	9	.....	.....	.....	None	.....	1	.....	.....	54
1916	568.66	7,392	41	14	1.11	7.7		224.29	3,934	9	36	2.08	5.7		285.73	1	.....	.....	51
1917	551.07	7,003	42	16	1.09	7.9		280.09	3,347	10	30	2.33	8.4		256.38	1	9	28.48	53
1918	547.71	6,798	44	13	1.04	8.1		313.21	3,915	11	30	2.37	8.0		205.51	1	15	13.70	56
1919	785.76	7,334	42	15	1.49	10.0		312.45	5,981	14	36	1.86	5.2		334.03	2	18	18.50	58
1920	759.05	7,842	41	16	1.54	9.7		253.05	4,506	7	41	1.75	5.5		317.42	2	22	14.40	50
1921	926.67	.....	47	.....	.....	.....		439.04	.....	12	.....	3.05	.....		230.38	1	9	25.60	70
1922	1,391.67	9,985	46	.....	.....	.....		241.37	5,674	14	.....	.....	.....		257.92	1	14	18.42	61

Winchester—																				
1914	1,672.09	.....	103	.....	.....	.....	15	1,300.00	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	153
1915	1,698.40	28,610	120	21	1.27	5.9		1,336.85	17,550	30	50	2.23	7.6	15	.....	1	.....	.....	171
1916	1,812.29	36,931	135	24	1.18	5.4		1,364.47	21,999	46	38	2.37	6.2		227.52	1	.....	.....	182
1917	2,330.67	36,311	162	20	1.31	6.4		1,546.53	17,564	47	31	2.58	8.8		438.22	1	20	21.91	210
1918	2,595.85	44,875	174	21	1.24	5.8		1,493.85	20,577	47	36	2.65	7.3		382.03	1	20	19.10	222
1919	3,086.06	62,282	182	29	1.41	4.9		1,690.89	26,445	47	47	2.98	6.4		444.94	2	25	17.79	231
1920	3,808.56	83,871	192	36	1.61	4.5		2,242.15	38,060	47	66	4.00	5.8		569.08	2	25	14.23	241
1921	4,987.06	80,842	212	32	1.96	6.2		2,925.86	29,833	49	51	4.97	9.8		595.07	2	25	23.80	263
1922	5,754.06	77,677	230	29	2.17	7.4		2,731.95	31,810	52	53	4.55	8.6		698.10	2	25	27.92	284
Windsor—																				
1914	3,143.41	.....	1,802	.....	.....	.....	12	1,107.38	.....	257	.....	.....	.....	8	9.77	10	.....	.....	2,069
1915	23,161.57	468,386	2,519	18	89	4.9		12,009.99	309,757	377	82	3.16	3.9		3,734.81	43	.....	.....	2,939
1916	35,565.79	726,442	3,180	21	1.04	4.9		16,831.60	465,683	439	95	3.44	3.6		7,370.82	66	.....	.....	3,685
1917	48,913.80	1,087,029	3,882	26	1.15	4.5		21,257.15	590,977	471	108	3.89	3.6		15,362.93	97	807	19.04	4,450
1918	60,080.51	1,422,096	4,415	27	1.13	4.2		21,751.80	626,579	484	108	3.75	3.5		27,574.13	101	1,205	22.88	5,000
1919	78,038.66	1,990,644	5,383	31	1.21	3.9		27,032.01	893,920	584	128	3.86	3.0		39,468.90	136	1,609	24.53	6,103
1920	144,209.01	4,496,116	8,700	53	1.71	3.2		75,244.64	2,340,661	1,220	216	7.20	3.2		156,928.21	273	5,549	28.28	10,193
1921	181,822.04	6,000,528	9,731	51	1.56	3.0		99,612.26	3,235,758	1,448	186	5.73	3.1		146,724.93	341	6,169	23.78	11,520
1922	210,050.86	8,197,159	10,450	68	1.73	2.6		103,421.01	3,799,633	1,472	217	5.90	2.7		199,445.92	321	6,958	28.64	12,243
Wingham—																				
1922	7,072.58	87,067	384	19	1.53	8.1		7,648.64	70,902	156	38	4.09	10.8		11,044.78	20	368	30.01	560
Woodbridge—																				
1915	367.49	4,878	42	.....	.....	7.5	None	443.53	4,911	33	.....	.....	9.0	None	498.44	2	.....	.....	77
1916	507.10	7,059	58	13	89	7.0		556.82	7,048	33	17	1.40	7.9		2,221.33	7	.....	.....	98
1917	698.53	10,180	69	14	92	6.9		579.56	13,356	35	33	1.42	4.3		2,384.67	6	74	32.25	110
1918	809.54	12,013	74	13	91	6.7		590.37	10,263	34	25	1.45	5.8		2,620.39	9	92	28.48	117
1919	905.44	14,424	85	14	89	6.3		628.07	11,951	40	25	1.31	5.2		4,167.78	5	129	32.31	130
1920	1,053.78	21,867	98	20	95	5.0		672.50	14,602	40	30	1.40	4.6		5,716.29	5	155	36.88	143
1921	1,296.84	28,925	115	21	94	4.5		748.34	18,654	36	43	1.73	4.0		3,411.24	5	149	22.89	156
1922	1,538.54	33,060	137	22	1.02	4.6		854.75	19,044	42	41	1.83	4.5		3,945.84	5	164	24.06	184
Woodstock—																				
1912	4,914.92	.....	464	.....	.....	.....	8+20	13,316.02	.....	265	.....	.....	.....	8+20	21,087.61	43	.....	.....	772
1913	6,495.02	100,000	636	17	1.08	6.5		12,942.32	298,000	282	77	3.95	5.2		20,262.52	55	.....	.....	973
1914	8,807.40	169,054	949	21	1.08	5.2		11,610.14	289,982	337	78	2.12	4.0		19,833.26	57	.....	.....	1,343
1915	10,472.14	230,297	1,099	20	88	4.5		11,718.95	371,787	360	90	2.80	3.1		20,742.18	62	.....	.....	1521
1916	11,206.71	288,201	1,224	21	80	3.9		12,983.32	503,977	372	114	2.95	2.6		23,721.92	72	.....	.....	1,668
1917	12,216.48	341,160	1,363	22	79	3.6		12,573.08	554,660	387	122	2.76	2.3		23,191.47	66	2,130	.....	1,816
1918	13,901.00	423,453	1,418	25	82	3.3		11,087.25	480,092	369	108	2.50	2.3		24,020.63	68	1,427	16.83	1,855
1919	14,748.02	480,235	1,631	26	75	3.1		12,452.68	597,513	388	128	2.34	2.1		24,473.54	74	1,420	17.23	2,093
1920	22,542.71	923,186	1,850	44	1.08	2.4		14,832.22	720,766	400	153	3.14	2.1		27,048.49	77	1,682	16.08	2,237
1921	25,130.13	1,045,124	2,060	42	1.02	2.4		15,988.83	880,382	409	179	3.26	1.8		28,355.47	76	2,557	11.09	2,545
1922	32,422.51	1,619,099	2,209	63	1.27	2.0		19,033.09	970,453	423	194	3.81	2.0		30,539.85	79	1,976	15.46	2,711

STATEMENT "D"—Concluded

Showing Comparative Revenue, Number of Consumers, Total Kw-hr. Consumption, Domestic and Commercial Light, Average Monthly Consumption per Consumer, Average Monthly Bill, and Net Cost per Kw-hr. for the Years 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921 and 1922; also Average Horsepower Sold and Average Cost per Horsepower per Year to Power Consumers.

Municipality / Year	Domestic light							Commercial light							Power				Total number of consumers
	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Consumption	Number of consumers	Av'g monthly consumption	Average monthly bill	Net cost per kw-hr.	Net cost prior to Hydro	Revenue	Number of consumers	Average horsepower	Average cost per horsepower	
	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.	kw-hrs.		kw-hr	$ c.	cents	cents	$ c.			$ c.	
Woodville—																			
1915	324.34	.....	35	.....	.....	.....	12.5	563.68	.....	28	.....	.....	.....	12.5	1,149.17	3	.....	.....	66
1916	496.52	5,049	41	9	92	9.8		512.07	6,618	24	21	1.62	7.7		1,185.54	3	.....	.....	68
1917	689.70	7,741	51	14	1.25	8.9		591.94	8,512	23	31	2.15	7.0		1,072.28	3	50	21.45	77
1918	722.80	7,373	50	12	1.20	9.8		535.67	6,920	26	26	1.55	7.7		1,152.77	3	50	23.06	79
1919	847.09	10,067	58	15	1.22	8.4		637.49	9,434	27	29	1.97	6.7		1,218.70	3	50	24.36	88
1920	1,423.96	14,060	80	17	1.72	10.1		1,122.12	11,569	25	.....	.....	.....		1,296.75	3	50	.....	.....
1921	2,195.02	20,723	84	21	2.18	10.6		1,330.14	11,580	28	35	3.96	11.5		1,846.69	3	50	36.93	115
1922	2,079.40	20,585	87	20	2.04	10.1		1,341.09	13,940	29	41	3.99	9.6		1,470.02	3	50	29.40	119
Wyoming—																			
1917	658.99	9,309	56	12	98	7.1	None	581.47	8,065	34	20	1.43	7.1	None	.....	.....	.....	.....	90
1918	718.62	10,125	57	15	1.06	7.0		593.40	8,273	32	20	1.49	7.1		.....	.....	.....	.....	89
1919	777.48	10,951	68	13	95	7.3		637.26	7,541	33	19	1.61	8.4		73.10	1	.....	.....	102
1920	1,116.01	29,500	100	29	1.10	3.8		953.51	10,000	20	31	2.91	9.5		665.29	2	22	30.25	122
1921	1,550.65	16,511	86	16	1.50	.....		1,226.83	13,928	39	30	2.62	8.8		747.17	4	36	20.75	129
1922	1,696.84	16,139	94	15	1.57	10.5		1,218.89	192.45	39	41	2.61	6.3		628.67	2	26	24.20	135
Zurich—																			
1918	810.66	5,785	49	8	1.17	14.0	Flat	873.86	5,623	33	12	1.89	15.5	Flat	3,084.22	1	50	61.68	83
1919	878.22	7,441	52	12	1.41	11.8		766.98	5,546	36	13	1.78	13.8		2,710.24	2	53	51.14	90
1920	881.70	8,503	55	13	1.36	10.4		991.52	7,701	39	24	3.18	12.9		2,773.80	2	59	47.00	96
1921	954.55	9,612	59	14	1.35	9.9		1,009.12	9,847	39	21	2.16	10.2		2,343.29	2	54	43.39	100
1922	1,062.95	11,802	65	16	1.43	9.0		1,132.66	11,282	42	24	2.36	10.0		2,172.10	3	57	38.11	110

STATEMENT "E"

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Acton	1,742	100 60	80 c.p. *s* 100 watt *m*	11.00 11.00	1,848.13	1.06
Ailsa Craig	547	52	100 " *m*	15.00	780.00	1.42
Alexandria	2,319	130	100 " *m*	27.00	3,510.00	1.51
Alliston	1,321	97 13	100 " *s* 100 " *m*	18.00 18.00	1,998.00	1.51
Alvinston	659	86	100 " *m*	26.00	1,385.82	*
Ancaster Twp.	.....	75	100 " *m*	12.00	888.00	**
Apple Hill	.....	23	100 " *m*	28.00	483.00	**
Arthur	1,222	71	100 " *m*	25.00	1,523.72	1.24
Aylmer	2,251	136 12	100 " *m* 250 " *m*	18.50 34.50	2,930.00	1.30
Ayr	817	78	100 " *m*	14.00	1,092.00	1.33
Baden	.....	61	100 " *m*	10.00	610.00	**
Barrie	6,888	482	100 " *s*	8.00	3,841.29	0.55
Beachville	.....	42	100 " *m*	11.00	495.00	**
Beaverton	986	80	100 " *m*	15.50	1,231.98	1.25
Beeton	586	62	100 " *s*	20.00	1,240.00	2.11
Blenheim	1,580	139 13	150 " *s* 400 " *s*	13.00 34.00	2,197.00	1.39
Bloomfield	512	42	100 " *s*	27.00	1,066.50	2.08
Bolton	658	60	100 " *m*	16.00	975.89	1.43
Bothwell	613	77	100 " *m*	15.00	1,146.25	1.87
Bradford	1,028	60 7	100 " *s* 100 " *m*	22.00 21.00	1,474.20	1.43
Brampton	4,407	583	100 " *m*	7.00	4,109.83	0.93
Brantford	31,362	147 3,430 70 11 2	Mag. arcs *s* 100 watt *m* 150 " *m* 200 " *m* 500 " *m*	40.00 7.00 8.00 10.00 40.00	26,674.12	0.85
Brantford Twp.	.....	183	100 " *m*	16.00	2,727.84	**

*s*Series system.
*m*Multiple system.

*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Brechin		9	100 watt *m*	22.00	198.00	**
Brigden		25	60 " *m*	16.00	6 66	**
		30	100 " *m*	18.00		
Brockville	9,377	512	100 " *s*		9,000.00	0.96
		97	100 " *m*	.....		
		280	60 " *m*			
Burford		52	100 " *m*	16.00	832.00	**
Burgessville		21	100 " *m*	16.00	336.00	**
Caledonia	1,335	101	100 " *m*	9.00	990.00	0.74
Cannington	951	69	100 " *m*	20.00	1,388.00	1.45
Carleton Place	4,123	230	60 " *m*	8.00	1,838.00	0.44
Chatham	15,084	68	500 " *s*	38.00	13,776.12	0.91
		37	100 " *s*	11.00		
		83	400 " *s*	30.00		
		676	100 " *s*	12.00		
		7	200 " *s*	30.00		
Chatsworth	287	26	150 " *m*	16.00	448.00	1.56
		2	100 " *m*	16.00		
Chesley	1,803	108	100 " *s*	16.00	1,714.67	0.95
Chesterville	941	65	100 " *m*	19.00	1,235.00	1.31
Chippawa	1,029	72	100 " *m*	16.00	1,344.00	1.30
Clinton	1,941	127	80 " *s*	11.00	1,696.92	0.87
		12	100 " *s*	11.00		
		12	100 " *m*	11.00		
		1	500 " *m*	75.00		
Coldwater	647	44	100 " *m*	14.00	616.00	0.95
Collingwood	6,237	407	150 " *s*	10.00	4,045.00	0.64
Comber		50	100 " *m*	17.50	858.36	**
Cookstown		56	100 " *s*	20.00	1,121.40	**
Creemore	540	55	100 " *m*	16.00	880.08	1.63
Dashwood		41	100 " *m*	15.00	615.00	**
Delaware		21	100 " *m*	18.00	378.00	**
Dorchester		27	100 " *m*	15.00	493.00	**
Drayton	618	60	100 " *m*	18.00	1,080.00	1.74

*s*Series system.
*m*Multiple system

*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Dresden	1,456	119	80 watt *s*	14.00	1,745.34	1.19
Drumbo	.....	30	100 " *m*	14.00	455.00	**
Dublin	.....	35	100 " *m*	20.00	700.00	**
Dundalk	725	70	100 " *m*	15.00	1,042.50	1.44
Dundas	5,100	340	100 " *m*	11.00	3,620.24	0.71
		1	200 " *m*	16.00		
		3	40 " *m*	10.80		
Dunnville	3,583	209	100 c.p. *s*	14.00	4,528.60	1.26
		27	600 " *s*	65.00		
Durham	1,622	93	100 watt *s*	14.00	1,488.00	0.91
Dutton	845	101	100 " *m*	13.00	1,289.40	1.52
Elmira	2,370	163	100 " *m*	12.00	1,956.00	0.82
Elmvale	.....	54	100 " *m*	14.00	756.00	**
Elmwood	.....	23	150 " *m*	23.50	540.50	**
Elora	1,091	93	100 " *m*	11.00	1,140.00	1.04
Embro	463	43	100 " *m*	19.00	845.76	1.83
Etobicoke Twp.	.....	370	100 " *m*	14.00	4,491.90	**
Exeter	1,507	158	100 " *m*	10.00	2,010.00	1.33
		23	200 " *m*	20.00		
Fergus	1,762	24	150 " *m*	14.00	1,755.00	0.99
		117	100 " *m*	14.00		
Flesherton	410	46	100 " *m*	16.00	736.00	1.79
Ford City	5,113	128	100 " *m*	12.00	484.00	*
Forest	1,422	49	100 " *m*	20.00	2,484.14	1.74
		157	60 " *m*	13.50		
Galt	13,332	950	100 c.p. *s*	8.00	18,229.81	1.36
		308	100 watt *m*	12.00		
		8	150 " *m*	18.00		
		143	300 " *m*	35.00		
		82	500 " *m*	40.00		
Georgetown	2,098	164	100 " *m*	11.00	1,786.16	†
		33	100 " *m*	12.00		
Glencoe	835	123	100 " *m*	20.00	3,023.75	3.62
Goderich	4,108	291	80 " *s*	12.50	4,637.50	1.12
		16	3 Lt. stds. *m*	40.00		
		8	250 watt *m*	25.00		
		8	100 " *m*	20.00		

*s*Series system.
*m*Multiple system.
†Includes Glen Williams.
*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Grand Valley	582	52	100 watt *m*	20.00	1,066.06	1.83
Granton	.....	32	100 " *m*	15.00	480.00	**
Gravenhurst	1,621	24	150 c.p. *s*	18.00	1,885.77	1.16
		99	100 " *s*	18.00		
		15	100 " *m*	18.00		
Guelph	18,027	1	32 c.p. *m*	8.50	8,790.54	0.48
		8	16 " *m*	4.25		
		4	60 watt *m*	4.00		
		1,035	100 " *m*	7.00		
		99	200 " *m*	12.50		
		1	400 " *m*	25.00		
		2	1000 " *m*	46.50		
		8	300 " *m*	18.75		
Hagersville	1,271	100	100 " *m*	8.00	800.00	0.63
Hamilton	118,243	7,658	100 " *m*	7.50	81,147.64	0.68
		730	200 " *m*	11.00		
		150	250 " *m*	12.00		
		409	500 " *m*	37.00		
		8	300 " *m*	18.00		
		26	40 " *m*	Various		
		14	60 " *m*	Special		
		40	100 " *m*	12.00		
Hanover	2,695	113	100 c.p. *s*	20.00	2,961.78	1.09
		16	250 " *s*	28.00		
		10	200 watt *m*	28.00		
Harriston	1,311	61	100 " *s*	17.00	976.00	0.74
Havelock	1,258	63	100 " *s*	27.00	2,291.25	1.82
		16	250 " *s*	39.00		
Hensall	738	65	100 " *m*	15.00	1,048.75	1.42
Hespeler	2,853	128	100 " *s*	11.50	1,962.00	0.68
		28	250 " *s*	17.50		
Highgate	417	45	100 " *m*	15.00	677.50	1.62
Holstein	.....	14	100 " *m*	35.00	469.98	**
Huntsville	2,316	.....	.....	.....	1,938.00	0.83
Ingersoll	5,253	306	100 " *s*	12.00	4,141.67	0.78
		26	500 c.p. *s*	35.00		
Kemptville	1,220	63	100 watt *m*	32.00	2,016.00	1.65
Kincardine	2,159	122	100 " *s*	24.00	3,593.00	1.66
		13	200 " *m*	29.00		
		12	100 " *m*	18.00		

*s*Series system.
*m*Multiple system.
*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Kingston	22,234	263	arcs	60.00	20,367.05	0.91
		95	orn. *s*	75.00		
		93	100 watt *m*	20.00		
Kirkfield		22	100 " *m*	26.50	546.00	**
Kitchener	22,717	20	250 c.p. *s*	17.35	17,754.20	0.78
		6	1000 " *s*	36.00		
		1,672	80 " *s*	9.00		
		80	200 " *s*	12.00		
		19	500 " *s*	30.00		
		49	100 " *s*	9.00		
		43	300 " *s*	22.00		
Lakefield	1,193	92	100 watt *m*	24.00	2,188.00	1.83
Lambeth		1	500 " *m*	47.00	560.70	**
		31	100 " *m*	16.00		
Lanark	575	35	100 " *m*	28.00	976.67	1.70
Lancaster	612	40	100 " *m*	30.00	1,160.00	1.89
Listowel	2,429	236	60 " *m*	12.00	3,510.00	1.44
		26	350 " *m*	30.00		
London	59,784	287	400 " *s*	18.00	36,155.73	0.62
		2,515	100 " *s*	11.00		
		94	500 " *m*	45.00		
		28	100 " *m*	Parks & Private		
Lucan	624	68	100 " *m*	14.00	951.96	1.52
Lucknow	887	53	100 " *m*	29.00	1,537.00	1.73
Lynden		33	100 " *m*	15.00	548.90	**
Markdale	908	65	100 " *s*	15.00	978.00	1.08
Markham	970	90	100 " *s*	21.00	1,906.89	1.96
Marmora	792	35	100 " *m*	27.00	2,187.00	2.76
		46	75 " *m*	27.00		
Martintown		15	100 " *m*	30.00	450.00	**
Maxville	785	48	100 " *s*	35.00	1,484.00	1.89
Merritton	2,589	275	100 " *m*	8.00	2,200.00	0.85
Midland	7,022	19	750 " *m*	40.00	4,743.50	0.67
		331	100 " *s*	12.00		
Milton	1,900	183	100 " *m*	10.00	1,838.30	0.96
Milverton	1,054	85	100 " *s*	9.00	969.00	0.92
		12	200 " *s*	17.00		

*s*Series system.
*m*Multiple system.

*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Mimico	4,187	174	100 watt *m*	13.00	3,248.00	0.77
		60	200 " *m*	24.00		
Mitchell	1,699	170	100 " *s*	12.00	2,040.00	1.20
Moorefield	.....	25	100 " *m*	19.00	475.00	**
Mount Brydges	.....	36	100 " *m*	14.00	514.21	**
Mount Forest	1,761	194	100 " *s*	16.00	2,664.43	1.51
Neustadt	445	39	100 " *s*	25.00	975.00	2.19
Newbury	301	46	100 " *m*	20.00	920.00	3.00
New Hamburg	1,401	209	100 " *m*	10.50	2,305.75	1.64
New Toronto	2,947	59	200 " *m*	23.00	2,560.55	0.87
		123	75 " *m*	13.00		
		12	75 " *m*	18.00		
Niagara Falls	15,895	106	1000 c.p. *s*	47.00	18,550.07	1.16
		738	100 " *s*	12.00		
		6	600 " *s*	47.00		
Niagara-on-the-Lake	1,714	193	100 watt *m*	14.00	2,535.51	1.47
Norwich	1,307	112	100 " *m*	10.50	1,771.62	1.35
		20	400 " *m*	42.00		
Norwood	748	84	100 " *s*	26.00	2,248.95	3.00
		1	100 " *s*	30.00		
Oil Springs	491	43	100 " *m*	16.00	587.90	1.19
Omemee	485	32	100 " *s*	16.00	911.01	1.88
		10	250 " *s*	36.00		
Orangeville	2,503	57	250 " *s*	30.00	3,844.10	1.53
		91	100 " *s*	24.00		
Ottawa	112,899	59	arcs	45.00	51,212.75	0.43
		401	100 c.p. *s*	10.00		
		316	400 " *s*	35.00		
		717	600 " *s*	45.00		
		357	100 watt *s*	6.00		
		2,900	100 " *m*	48c. per ft.	16,013.35	***
Otterville	.....	22	100 " *m*	15.00	330.00	**
Owen Sound	12,360	34	150 " *s*	15.00	11,612.50	0.94
		481	100 " *s*	15.00		
		64	200 " *s*	19.00		
		43	400 " *s*	26.00		
		79	100 " *m*	13.00		
		43	200 " *m*	16.00		

*s*Series system. *Operation for less than a year.
*m*Multiple system. **Population not shown in Government statistics.
***Collected as local improvement on frontage basis and not included in average cost.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Palmerston	1,780	112 8	100 watt *s* 400 " *s*	15.00 60.00	1,746.75	0.98
Paris	4,400	408 11 25	100 " *s* 400 " *s* 500 " *m*	10.50 42.50 52.50	5,609.40	1.27
Parkhill	1,201	83	100 " *m*	20.00	2,154.19	1.79
Penetang	3,920	179	100 " *s*	14.00	2,561.00	0.65
Perth	3,710	46 10 3 4	100 c.p. *s* 250 " *s* 400 " *s* 600 " *s*	22.00 34.00 46.00 64.00	1,715.53	0.46
Peterboro	21,439	102 1,127	Magnetite arcs 60 watt *m*	50.50 9.00	15,825.69	0.73
Petrolia	2,911	142 24	100 " *s* 250 " *s*	15.00 50.00	3,518.28	1.21
Picton	3,263	277	100 " *s*	16.00	4,420.61	1.32
Plattsville	.....	32	100 " *m*	18.00	555.00	**
Port Arthur	15,629	2,783	..... *m*	.....	16,963.00	1.12
Port Colborne	3,123	216	100 " *m*	12.00	2,153.25	0.69
Port Credit	1,119	110	100 " *m*	11.00	1,122.00	1.00
Port Dalhousie	1,424	100	100 " *m*	14.00	1,442.00	0.92
Port Dover	1,380	12 91	300 " *m* 100 " *m*	52.00 27.00	3,183.00	2.30
Port McNicoll	576	38	100 " *m*	15.00	570.00	0.99
Port Perry	1,162	92	100 " *m*	25.00	386.83	*
Port Stanley	717	140 ‖ 30	100 " *m* 100 " *m*	13.00 6.50	1,791.88	‖
Prescott	2,723	161 210	100 " *m* 100 " *m*	13.50 12.00	4,693.50	1.72
Preston	5,547	1 248 32 34	400 c.p. *s* 80 " *s* 150 " *s* 750 " *s*	21.00 10.00 11.00 60.00	4,835.96	0.87
Priceville	.....	15	100 watt *m*	31.50	472.50	**
Princeton	.....	20	100 " *m*	20.00	400.00	**
Queenston	.....	30	100 " *m*	21.00	627.80	*

*s*Series system.
*m*Multiple system.

*Operation for less than a year.
**Population not shown in Government statistics.
‖Summer service only.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Ridgetown	2,267	136 17	100 watt *s* 400 " *s*	13.00 30.00	2,252.04	0.99
Ripley		48	100 " *m*	27.00	1,296.00	**
Rockwood		60	100 " *m*	14.00	788.06	**
Rodney	756	80	100 " *m*	14.00	1,048.47	1.38
St. Catharines	20,961	2,746	100 " *m*	7.50	18,151.15	0.87
St. George		33	100 " *m*	12.00	396.00	**
St. Jacobs		40	100 " *m*	12.00	480.00	**
St. Marys	4,039	210 115	100 c.p. *s* 250 " *s*	10.00 16.00	3,875.66	0.95
St. Thomas	17,892	24 114 1,045	250 " *s* 500 watt *s* 75 " *s*	14.25 37.50 9.50	14,406.23	0.80
Sarnia	14,905	78 646	1000 " *s* 100 " *s*	45.00 13.00	12,238.49	0.82
Scarboro' Twp		15 37 64 48	100 " *m* 100 " *m* 100 " *s* 100 " *s*	16.00 18.00 16.00 18.00	2,794.00	**
Seaforth	1,950	71 60 21	100 " *s* 75 " *s* 75 " *s*	12.00 10.00 12.00	1,702.00	0.88
Sebringville		15	100 " *m*	12.00		**
Shelburne	1,101	91	100 " *s*	15.00	1,365.00	1.24
Simcoe	3,951	27 246 2	250 " *s* 100 " *s* 100 " *m*	30.00 9.00 9.00	2,846.65	0.42
Smiths Falls	6,529	200 50	100 " *m* 200 " *m*	16.00 21.00	4,250.00	0.65
Springfield	432	40	100 " *m*	20.00	800.00	1.85
Stamford Twp		390	100 " *m*	10.00	3,894.33	**
Stayner	1,004	17 59	200 " *m* 60 " *s*	18.00 14.00	1,192.00	1.18
Stratford	17,611	779 11 6 173	100 " *s* 500 " *s* 500 " *s* 500 " *s*	9.50 40.00 30.00 35.00	15,380.61	0.87

*s*Series system.
*m*Multiple system.
*Operation for less than a year.
**Population not shown in Government Statistics.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Strathroy	2,627	304	100 watt *s*	8.00	2,884.65	1.09
		32	250 " *s*	15.00		
Sunderland	.....	27	100 " *m*	23.00	621.00	**
Tara	521	67	100 " *m*	20.00	1,340.00	2.57
Tavistock	1,003	66	100 " *m*	12.00	1,325.32	1.32
		33	200 " *m*	16.00		
Tecumseh	1,019	20	60 " *m*	12.00	60.00	*
Teeswater	838	15	250 " *s*	45.00	1,655.00	1.97
		35	100 " *s*	28.00		
Thamesford	.....	34	100 " *m*	15.00	510.00	**
Thamesville	817	78	100 " *m*	14.00	1,150.40	1.40
Thedford	583	65	100 " *m*	30.00	975.00	*
Thorndale	.....	26	100 " *m*	18.00	468.00	**
Thornton	.....	21	100 " *m*	40.00	708.75	**
Thorold	5,243	353	60 " *m*	5.00	2,263.00	0.43
		32	200 " *m*	14.00		
Tilbury	1,851	66	100 " *m*	15.00	1,005.00	0.54
		1	200 " *m*	15.00		
Tillsonburg	3,027	284	80 " *s*	10.00	2,691.70	0.89
Toronto	522,942	4	50 " *m*	6.00	362,971.60	0.69
		6	60 " *m*	4.20		
		43,041	100 " *m*	7.00–11.00		
		143	150 " *m*	10.50–13.50		
		25	200 " *m*	16.00–18.00		
		76	250 " *m*	17.50–22.00		
		859	300 " *m*	25.00		
		46	500 " *m*	40.00–47.50		
		5	1000 " *m*	80.00		
		442	5 Lt. stds *m*	42.50		
		298	1 Lt. stds *s*	55.00		
Tottenham	512	49	100 watt *s*	25.00	1,225.00	2.39
Uxbridge	1,492	120	100 " *m*	23.00	400.00	*
Vaughan Twp.	.....	14	100 " *m*	17.00	238.00	**
Victoria Harbour	1,485	60	100 " *m*	11.00	671.00	0.46
Walkerville	7,303	736	60 " *m*	5.60	6,138.44	††
		149	100 " *m*	7.50		

*s*Series system. *Operation for less than a year.
*m*Multiple system. **Population not shown in Government statistics.
††Includes Ford City and Tecumseh. Part of cost paid direct in the form of debenture charges.

STATEMENT "E"—Continued

Street Light Installation in Hydro Municipalities, December 31, 1922, showing Cost per Year, Cost per Lamp, and Cost per Capita

Municipality	Population	Number of lamps	Size and style of lamps	Cost per lamp	Total cost	Cost per capita
				$ c.	$ c.	$ c.
Wallaceburg	3,921	179 29	100 watt *s* 400 " *s*	11.00 25.00	2,603.96	0.66
Wardsville	212	30	75 " *m*	29.00	870.00	4.10
Waterdown	815	66	100 " *m*	10.00	660.00	0.81
Waterford	1,112	120	100 " *m*	11.00	1,402.80	1.26
Waterloo	5,976	167 249 38 14 44 10	100 " *s* 80 " *s* 100 " *m* 200 " *m* 5 Lt. stds *m* 3 Lt. stds *m*	10.00 10.00 10.00 15.00 40.00 25.00	6,224.60	1.04
Watford	1,039	90	100 watt *m*	17.00	1,604.40	1.54
Waubaushene	.....	30	100 " *m*	14.00	420.00	**
Welland	8,880	127 519	200 " *m* 100 " *m*	16.00 9.00	7,320.98	0.82
Wellesley	.....	50	100 " *m*	15.00	767.14	**
Wellington	840	.....	.....	.....	882.00	1.05
West Lorne	803	.....	.....	.....	1,190.04	1.48
Weston	3,299	64 284 32 5 7 8	600 c.p. *s* 100 " *s* 150 " *s* 100 " *s* 5 Lt. stds *m* 300 watt *m*	61.00 9.00 10.00 8.00 30.00 20.00	5,220.67	1.58
Williamsburg	.....	17	100 " *m*	20.50	348.50	**
Winchester	1,058	117	100 " *m*	19.00	1,930.50	1.82
Windsor	38,530	2,481 62 402	100 " *s* 400 " *s* 600 " *s*	13.00 28.00 50.00	44,435.25	1.15
Wingham	2,470	82 45	100 c.p. *s* 250 " *m*	31.00 44.00	4,480.67	1.81
Woodbridge	679	77	100 watt *m*	11.00	825.00	1.21
Woodstock	10,164	50 445 172 105	250 " *s* 80 " *s* 60 " *m* 100 " *m*	20.00 8.00 8.00 8.00	6,712.08	0.66
Woodville	455	36	100 " *m*	25.00	900.00	1.98
Wyoming	489	48	100 " *m*	20.00	960.00	1.96
Zurich	.....	60	100 " *m*	15.00	900.00	**

s Series system.
m Multiple system.

*Operation for less than a year.
**Population not shown in Government statistics.

STATEMENT F

Cost of Power to Hydro Municipalities and Power Rates to Consumers

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STATEMENT G

Domestic and Commercial Rates in Hydro Municipalities

STATEMENT

Cost of Power to Hydro Municipalities

Municipality	Note	Interim rates at which power is billed to the municipality and adjusted to cost at the end of the year										
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Acton	D	.....	36.00	36.00	36.00	36.00	36.00	36.00	35.00	32.00	32.00	37.00
Ailsa Craig	D	.....	.....	.....	.....	49.67	49.67	49.67	49.00	49.00	49.00	49.00
Alexandria	.....	.....	.....	.....	.....	.....	.....	.....	.....	65.00	80.00	80.00
Alliston	D	.....	.....	.....	.....	.....	.....	40.00	40.00	50.00	60.00	65.00
Alvinston	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95.95
Ancaster	D	.....	.....	.....	.....	.....	.....	.....	25.81	25.81	25.81	25.81
Apple Hill	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00	85.00	85.00
Arthur	D	.....	.....	.....	.....	.....	45.00	45.00	45.00	65.00	85.00	85.00
Aylmer	D	.....	.....	.....	.....	.....	.....	39.00	38.00	38.00	45.00	50.00
Ayr	D	.....	.....	.....	37.40	37.40	37.40	37.40	45.00	50.00	50.00	50.00
Baden	D	36.95	37.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	36.00
Barrie	D	.....	33.70	33.70	33.70	33.70	31.00	31.00	29.00	29.00	29.00	29.00
Barton Twp.	D			Serve	d by	Hami	lton					
Beachville	D	33.89	31.00	31.00	31.00	31.00	28.00	28.00	27.00	27.00	30.00	37.00
Beaverton	D	.....	.....	.....	6.17	59.00	41.21	41.21	45.00	55.00	60.00	52.00
Beeton	D	.....	.....	.....	.....	.....	.....	45.00	45.00	85.00	85.00	85.00
Blenheim	D	.....	.....	.....	.....	43.70	43.70	43.70	50.00	50.00	53.00	54.00
Bloomfield	D	.....	.....	.....	.....	.....	.....	.....	66.16	66.16	66.16	72.50
Bolton	D	.....	.....	.....	43.00	43.00	43.00	43.00	43.00	60.00	60.00	60.00
Bothwell	D	.....	.....	.....	.....	59.26	59.26	59.26	60.00	60.00	60.00	55.00
Bradford	.....	.....	.....	.....	.....	.....	.....	47.00	47.00	75.00	75.00	75.00
Brampton	B	29.00	25.00	25.00	25.00	24.00	22.00	22.00	22.00	20.00	20.00	26.00
Brantford	A	.....	.....	19.50	19.50	19.00	19.00	19.00	18.00	18.00	20.00	25.00
Brantford Twp.	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brechin	D	.....	.....	.....	56.79	67.00	50.00	50.00	55.00	85.00	90.00	90.00
Bridgeport, ext.	.....			Serve	d by	Kitch	ener					
Brigden	D	.....	.....	.....	.....	.....	57.56	57.50	57.50	57.50	60.00	66.00
Brockville	.....	.....	.....	.....	.....	.....	.....	30.00	40.00	45.19	55.00	55.00
Brooklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullock's Corners & Greensville, ext.	.....			Serve	d by	Dund	as					
Burford	D	.....	.....	.....	37.50	37.50	37.50	37.50	60.00	70.00	70.00	70.00
Burgessville	D	.....	.....	.....	.....	.....	48.38	48.38	48.00	48.00	48.00	52.00
Caledonia	D	29.10	29.10	24.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00	29.00
Cannington	D	.....	.....	.....	65.77	63.00	45.79	45.79	50.00	65.00	65.00	65.00
Carleton Place	D	.....	.....	.....	.....	.....	.....	.....	33.00	33.00	44.00	44.00
Chatham	A	.....	.....	.....	30.78	30.78	30.78	30.78	29.00	29.00	28.00	31.00
Chatsworth	D	.....	.....	.....	.....	30.18	30.18	30.18	30.00	45.00	60.00	70.00
Chesley	D	.....	.....	.....	.....	40.00	40.00	40.00	40.00	45.00	55.00	55.00
Chesterville	D	.....	.....	36.12	43.29	46.00	46.00	46.00	46.00	76.73	85.00	85.00
Chippawa	D	.....	.....	.....	.....	.....	.....	.....	35.00	35.00	32.00	32.00
Clinton	A	.....	.....	39.00	39.00	42.00	42.00	42.00	43.00	43.00	46.00	48.00
Coldwater	D	.....	28.00	28.00	28.00	28.00	28.00	28.00	40.00	50.00	60.00	60.00
Collingwood	D	.....	33.79	33.79	33.79	33.97	30.00	30.00	28.00	28.00	36.00	45.00
Comber	D	.....	.....	.....	.....	56.22	56.22	56.22	60.00	60.00	60.00	60.00
Cookstown	D	.....	.....	.....	.....	.....	.....	35.00	35.00	60.00	60.00	60.00

Note A—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B—Power delivered at 13,200 or 12,000 volts.

"F"

and Power Rates to Consumers

Power rates to consumers									
1921					1922				
Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount	Service charge per orsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount
$ c.	cents	cents	cents	%	$ c.	cents	cents	cents	%
1.00	3.1	2.1	0.15	10	1.00	3.1	2.1	0.15	10
1.00	5.2	3.5	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
.....	.....	.....	.....	.....	1.00	8.3	5.5	0.15	10
1.00	3.0	2.0	0.15	10	1.00	3.0	2.0	0.15	10
1.00	6.5	4.4	0.15	10	1.00	6.5	4.4	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.8	1.8	0.15	10	1.00	3.1	2.0	0.15	10
1.00	2.2	1.5	0.15	10	1.00	2.2	1.5	0.15	10
	Hamilton rates plus 10%					Hamilton rates plus 10%			
1.00	2.11	1.39	0.167	10 & 10	1.00	2.2	1.5	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	6.5	4.3	0.15	10	1.00	6.5	4.3	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	6.4	4.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	2.133	1.33	0.173	25 & 10	1.00	2.11	1.39	0.167	10 & 10
1.00	2.3	1.6	0.15	10	1.00	2.8	1.8	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	6.8	4.5	0.15	10	1.00	6.8	4.5	0.15	10
1.00	5.2	3.5	0.15	10	1.00	5.2	3.5	0.15	10
1.00	4.5	3.0	0.15	10	.....	.....	.....	.....	.....
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	6.8	4.5	0.15	10	1.00	6.8	4.5	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.33	1.56	0.167	10 & 10	1.00	2.33	1.56	0.167	10 & 10
1.00	6.8	4.6	0.15	10	1.00	5.9	4.0	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.5	1.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	5.1	3.4	0.15	10	1.00	5.1	3.4	0.15	10
1.00	5.2	3.5	0.15	10	1.00	5.2	3.5	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	4.7	3.1	0.15	10	1.00	4.9	3.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.5	1.7	0.2	10 & 10	1.00	3.2	2.1	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.5	4.4	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10

Note C—Power delivered at 6,600 volts.
Note D—Power delivered at 4,000 or 2,000 volts.

STATEMENT

Cost of Power to Hydro Municipalities

Municipality	Note	Interim rates at which power is billed to the municipality and adjusted to cost at the end of the year										
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Creemore	D	.....	.....	54.13	54.13	54.13	54.13	54.13	60.00	65.00	65.00	70.00
Dashwood	D	.....	.....	.....	.....	.....	.....	56.75	56.00	56.00	56.00	62.00
Delaware	D	.....	.....	.....	46.56	46.56	46.56	46.56	50.00	85.00	85.00	85.00
Dorchester	D	.....	.....	.....	45.00	45.00	45.00	45.00	50.00	50.00	50.00	50.00
Drayton	D	.....	.....	.....	.....	.....	.....	60.45	60.00	65.00	70.00	72.00
Dresden	D	.....	.....	.....	43.00	43.00	43.00	43.00	42.00	38.00	38.00	38.00
Drumbo	D	.....	.....	.....	40.73	40.73	40.73	40.73	45.00	60.00	55.00	55.00
Dublin	D	.....	.....	.....	.....	.....	47.91	47.91	48.00	60.00	60.00	70.00
Dundalk	D	.....	.....	.....	.....	27.30	27.30	27.30	27.00	38.00	50.00	55.00
Dundas	B	17.00	16.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	17.00	22.00
Dunnville	A	.....	.....	.....	.....	.....	.....	27.77	27.77	35.00	40.00	50.00
Durham	D	.....	.....	.....	.....	33.97	33.97	33.97	33.00	45.00	50.00	50.00
Dutton	D	.....	.....	.....	43.53	43.53	43.53	43.53	43.00	40.00	40.00	44.00
Elmira	D	.....	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00	38.00
Elmvale	D	.....	31.00	31.00	31.00	31.00	31.00	31.00	31.00	37.00	37.00	37.00
Elmwood	D	.....	.....	.....	.....	.....	.....	35.00	35.00	45.00	55.00	55.00
Elora	D	.....	.....	33.97	33.97	33.97	33.97	33.97	40.00	40.00	40.00	44.00
Embro	D	.....	.....	.....	39.85	45.00	45.00	45.00	60.00	75.00	75.00	80.00
Etobicoke Tp	D	.....	.....	.....	.....	.....	27.00	27.00	27.00	27.00	27.00	27.00
Exeter	D	.....	.....	.....	.....	41.66	41.66	41.66	41.00	41.00	41.00	46.00
Fergus	D	.....	.....	33.97	33.97	33.97	33.97	33.97	40.00	40.00	44.00	47.00
Flesherton	D	.....	.....	.....	.....	25.96	25.96	25.96	26.00	36.00	45.00	55.00
Ford City	.....			Serve	d by	Walk	ervill	e				
Forest	D	.....	.....	.....	.....	.....	63.27	63.27	63.00	60.00	60.00	60.00
Galt	C	25.00	22.00	21.50	21.50	21.00	20.00	20.00	20.00	20.00	21.00	25.00
Gamebridge	.....			Serve	d by	Brech	in					
Georgetown	D	.....	36.00	36.00	36.00	36.00	36.00	36.00	36.00	35.00	35.00	38.00
Glencoe	D	.....	.....	.....	.....	.....	.....	.....	.....	78.35	78.35	76.00
Glen Williams, ext.	.....			Serve	d by	Georg	etown					
Goderich	A	.....	.....	37.00	37.00	43.00	43.00	43.00	43.00	43.00	50.00	55.00
Grand Valley	D	.....	.....	.....	.....	.....	45.00	45.00	45.00	60.00	70.00	60.00
Granton	D	.....	.....	.....	.....	48.61	48.61	48.61	48.00	55.00	55.00	55.00
Gravenhurst	C	.....	.....	.....	.....	.....	.....	.....	.....	15.00	15.00	20.00
Guelph	B	25.00	22.00	21.00	21.00	20.00	20.00	20.00	19.00	19.00	20.00	25.00
Hagersville	D	.....	33.21	33.21	33.21	33.21	33.21	33.21	34.00	36.00	36.00	36.00
Hamilton	B	17.00	16.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	16.00	20.00
Hanover	D	.....	.....	.....	.....	.....	.....	35.00	35.00	35.00	40.00	35.00
Harriston	D	.....	.....	.....	.....	46.62	46.62	46.62	48.00	52.00	55.00	50.00
Hensall	D	.....	.....	.....	.....	.....	47.76	47.67	47.00	55.00	57.00	64.00
Hespeler	C	26.00	23.00	23.00	23.00	22.50	21.00	21.00	21.00	21.00	23.00	29.00
Highgate	D	.....	.....	.....	.....	.....	51.82	51.82	51.00	51.00	55.00	55.00
Holstein	D	.....	.....	.....	.....	43.50	43.50	43.50	44.00	75.00	90.00	90.00
Horning's Mills	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huntsville	D	.....	.....	.....	.....	.....	22.51	22.51	25.00	25.00	25.00	25.00
Ingersoll	B	28.00	25.50	25.50	25.50	25.00	23.00	23.00	23.00	21.00	23.00	29.00

Note A—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B—Power delivered at 13,200 or 12,000 volts.

"F"—Continued

and Power Rates to Consumers

Power rates to consumers									
1921					1922				
Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount	Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount
$ c.	cents	cents	cents	%	$ c.	cents	cents	cents	%
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	6.7	4.5	0.15	10	1.00	6.7	4.5	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	3.9	2.6	0.15	10	1.00	3.6	2.4	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	1.67	1.11	0.15	10 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	3.5	2.3	0.15	10	1.00	4.2	2.8	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	3.2	2.1	0.15	10	1.00	3.9	2.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	3.2	2.1	0.15	10	1.00	2.8	1.8	0.15	10
1.00	3.9	2.6	0.15	10	1.00	3.9	2.6	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.9	2.6	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.1	2.0	0.15	10
1.00	7.1	4.7	0.15	10	1.00	6.8	4.6	0.15	10
1.00	2.0	1.33	0.167	25 & 10	1.00	2.0	1.4	0.15	10
1.00	8.7	5.8	0.15	10	1.00	8.7	5.8	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.5	1.7	0.15	10
1.00	8.6	5.7	0.15	10	1.00	7.8	5.2	0.15	10
1.00	3.6	2.4	0.15	10	1.00	4.1	2.7	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.5	2.25	0.15	10	1.00	3.5	2.25	0.15	10
1.00	1.467	1.0	0.133	25 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	2.5	1.7	0.15	10	1.00	2.5	1.7	0.15	10
1.00	1.43	1.0	0.143	30 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.6	3.8	0.15	10
1.00	2.11	1.39	0.167	10 & 10	1.00	2.5	1.7	0.15	10
1.00	5.8	3.9	0.15	10	1.00	5.8	3.9	0.15	10
1.00	9.3	6.2	0.15	10	1.00	9.3	6.2	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.5	2.25	0.15	10	1.00	3.5	2.25	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.0	1.4	0.15	10

Note C—Power delivered at 6,600 volts.
Note D—Power delivered at 4,000 or 2,200 volts.

STATEMENT

Cost of Power to Hydro Municipalities

Municipality	Note	Interim rates at which power is billed to the municipality and adjusted to cost at the end of the year										
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Kemptville											85.00	80.00
Kincardine												48.00
Kingston	A							28.00		25.00	25.00	27.00
Kirkfield										45.00	60.00	60.00
Kitchener	B	25.00	22.50	21.50	21.50	21.00	20.00	20.00	19.00	19.00	20.00	25.00
Lakefield										36.00	36.00	45.00
Lambeth	D				46.56	46.56	46.56	46.56	50.00	85.00	75.00	75.00
Lanark										92.50	92.50	92.50
Lancaster										97.00	97.00	97.00
Listowel	D					37.41	37.41	37.41	37.00	37.00	37.00	37.00
London	B	28.00	24.00	23.00	23.00	22.00	21.00	21.00	19.00	19.00	20.00	25.00
Lucan	D				47.74	47.74	47.74	47.74	40.00	40.00	35.00	38.00
Lucknow												60.00
Lynden	D				33.00	33.00	33.00	33.00	40.00	50.00	50.00	50.00
Markdale	D					23.24	23.24	23.24	23.00	35.00	50.00	50.00
Markham	D									77.74	77.74	70.00
Martintown										54.00	85.00	85.00
Maxville										86.00	86.00	86.00
Merritton												18.00
Midland	D	21.00	20.30	19.45	19.37	19.37	19.00	19.00	20.00	28.00	32.00	32.00
Milton	B		28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	32.00
Milverton	D					35.63	35.63	35.63	35.00	35.00	35.00	35.00
Mimico	D	30.74	30.00	28.00	28.00	28.00	27.00	27.00	25.00	21.00	21.00	26.00
Mitchell	A	38.00	37.00	37.00	37.00	37.00	36.00	36.00	36.00	36.00	36.00	37.00
Moorefield	D							63.93	63.00	70.00	70.00	70.00
Mount Brydges	D				46.56	46.56	46.56	46.56	50.00	70.00	70.00	76.00
Mount Forest	D					34.51	34.51	34.51	40.00	55.00	65.00	65.00
Neustadt	D								42.50	45.00	55.00	55.00
Newbury	D										67.10	67.10
New Hamburg	D	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	38.00
New Toronto	D			28.00	28.00	28.00	27.00	27.00	25.00	20.00	22.00	26.00
Niagara Falls	B & D					11.50	11.50	11.50	11.50	11.50	12.50	17.50
Niagara-on-the-Lake	B									28.00	28.00	26.00
Norwich	D	30.00	32.00	32.00	32.00	38.00	38.00	38.00	35.00	35.00	35.00	39.00
Oil Springs	D							38.54	38.00	43.00	43.00	48.00
Omemee	D							39.39	39.39	39.39	39.39	39.39
Orangeville	D					35.00	35.00	35.00	35.00	55.00	65.00	65.00
Ottawa	A	15.00	15.00	15.00	14.00	14.00	14.00	14.00	14.00	14.00	13.50	13.00
Otterville	D					45.00	45.00	45.00	50.00	50.00	50.00	52.00
Owen Sound	D					31.00	31.00	31.00	28.00	28.00	30.00	40.00
Palmerston	D					40.82	40.82	40.82	45.00	50.00	45.00	45.00
Paris	A			21.00	21.00	21.00	21.00	21.00	20.00	19.00	21.00	26.00
Parkhill	D									75.23	75.00	75.00
Penetang	D	28.80	26.50	26.50	26.50	26.50	22.00	22.00	22.00	32.00	30.00	30.00
Perth	D								32.00	32.00	45.00	45.00

Note A—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B—Power delivered at 13,200 or 12,000 volts.

"F"—Continued

and Power Rates to Consumers

Power rates to consumers

1921					1922				
Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount	Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount
$ c.	cents	cents	cents	%	$ c.	cents	cents	cents	%
1.00	8.6	5.7	0.15	10	1.00	8.6	5.7	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.0	1.4	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	8.6	5.7	0.15	10	1.00	8.6	5.7	0.15	10
1.00	8.6	5.7	0.15	10	1.00	8.6	5.7	0.15	10
1.00	3.8	2.5	0.15	10	1.00	3.8	2.5	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	4.2	2.8	0.15	10	1.00	3.9	2.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	9.3	6.2	0.15	10	1.00	7.8	5.2	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	8.0	5.3	0.15	10	1.00	8.0	5.3	0.15	10
.....	.....	.....	.....	.....	1.00	1.67	1.11	0.133	10 & 10
1.00	2.0	1.4	0.15	10	1.00	2.00	1.4	0.15	10
1.00	2.2	1.5	0.15	10	1.00	2.2	1.5	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	2.11	1.39	0.167	10 & 10	1.00	2.2	1.5	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	5.4	3.6	0.15	10	1.00	6.1	4.1	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	8.1	5.4	0.15	10	1.00	8.1	5.4	0.15	10
1.00	2.9	1.9	0.15	10	1.00	3.6	2.4	0.15	10
1.00	2.133	1.33	0.173	25 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	1.33	0.867	0.10	25 & 10	1.00	1.867	1.267	0.16	25 & 10
1.00	2.5	1.7	0.15	10	1.00	2.2	1.5	0.15	10
1.00	3.0	2.0	0.15	10	1.00	3.2	2.1	0.15	10
1.00	4.8	3.2	0.15	10	1.00	4.8	3.2	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	1.8	1.2	0.15	15 & 10	1.00	1.8	1.2	0.15	15 & 10
1.00	4.7	3.1	0.15	10	1.00	4.7	3.1	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.8	1.8	0.15	10
1.00	4.7	3.1	0.15	10	1.00	4.7	3.1	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	7.8	5.2	0.15	10	1.00	7.4	4.9	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.0	1.4	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10

Note C—Power delivered at 6,600 volts.
Note D—Power delivered at 4,000 or 2,200 volts.

STATEMENT

Cost of Power to Hydro Municipalities

Municipality	Note	Interim rates at which power is billed to the municipality and adjusted to cost at the end of the year										
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Peterboro	C D	.....	.....	18.00	18.00	17.70	17.70	17.50	17.50	17.50	17.50	22.50
Petrolia	D	.....	.....	.....	.....	36.26	36.26	36.26	36.00	36.00	36.00	36.00
Plattsville	D	.....	.....	.....	49.27	49.27	49.27	49.27	60.00	65.00	65.00	75.00
Picton	D	.....	.....	.....	.....	.....	.....	.....	69.14	69.14	69.14	52.00
Port Arthur	A	20.30	19.50	22.25	22.71	20.75	20.75	19.75	19.75	.....	.....	.....
Port Colborne	A	.....	.....	.....	.....	.....	.....	.....	.....	21.00	21.00	25.00
Port Credit	D	36.79	31.00	28.00	28.00	27.00	27.00	27.00	25.00	23.00	23.00	28.00
Port Dalhousie	D	.....	22.30	21.42	22.49	24.31	25.81	24.85	21.56	17.00	17.00	22.00
Port Dover	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62.00
Port McNicoll	D	.....	.....	.....	35.00	35.00	25.00	25.00	35.00	85.00	85.00	40.00
Port Perry	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90.00
Port Robinson, ext.	.....			Served by Welland								
Port Stanley	D	59.75	55.50	43.85	50.90	49.53	46.78	45.54	53.03	53.00	50.00	50.00
Prescott	D	.....	.....	39.59	28.67	25.00	25.00	25.00	.....	44.93	55.00	52.00
Preston	C	25.00	21.50	21.00	21.00	20.00	19.00	19.00	19.00	19.00	22.00	27.00
Priceville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47.00
Princeton	D	.....	.....	.....	65.95	65.95	65.95	65.95	70.00	85.00	90.00	90.00
Queenston	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18.42
Ridgetown	D	.....	.....	.....	.....	47.17	47.17	47.17	47.00	47.00	45.00	45.00
Ripley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.00
Riverside	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52.75
Rockwood	D	.....	38.00	38.00	38.00	38.00	38.00	38.00	38.00	55.00	55.00	65.00
Rodney	D	.....	.....	.....	.....	.....	63.00	63.00	63.00	63.00	55.00	50.00
St. Catharines	B	.....	.....	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	18.25
St. Clair Beach	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75.59
St. George	D	.....	.....	.....	38.78	38.78	38.78	38.78	45.00	45.00	45.00	49.00
St. Jacobs	D	.....	.....	.....	.....	.....	32.44	42.18	32.00	32.00	35.00	40.00
St. Marys	B	38.00	29.50	29.50	29.50	28.00	28.00	28.00	28.00	28.00	32.00	35.00
St. Thomas	B	32.00	29.00	28.00	28.00	27.00	26.00	26.00	24.00	24.00	25.00	30.00
Sandwich	.....			Served by Windsor								
Sarnia	A	.....	.....	.....	.....	38.00	38.00	38.00	38.00	36.00	35.00	35.00
Scarboro Tp	D	.....	.....	.....	.....	.....	.....	.....	25.00	25.00	28.00	35.00
Seaforth	A	41.00	40.00	40.00	40.00	40.00	38.00	38.00	38.00	36.00	36.00	40.00
Sebringville, ext	.....			Served by Stratford								
Shelburne	D	.....	.....	.....	.....	30.00	30.00	30.00	30.00	38.00	50.00	50.00
Simcoe	A	.....	.....	.....	35.00	35.00	35.00	35.00	32.00	28.00	28.00	34.00
Smiths Falls	D	.....	.....	.....	.....	.....	.....	28.00	28.00	28.00	40.00	40.00
Springfield	D	.....	.....	.....	.....	.....	65.00	65.00	65.00	65.00	65.00	65.00
Stamford Tp	B	.....	.....	.....	.....	.....	.....	16.57	15.00	15.00	16.00	20.00
Stayner	D	.....	.....	37.82	37.82	37.82	35.00	35.00	35.00	40.00	40.00	45.00
Stratford	A	32.00	30.00	30.00	30.00	29.00	27.00	27.00	25.00	25.00	27.00	30.00
Strathroy	B	.....	.....	.....	44.07	44.07	44.07	44.01	42.00	40.00	37.00	40.00
Sunderland	D	.....	.....	.....	82.68	81.00	50.00	50.00	55.00	85.00	85.00	85.00
Tara	D	.....	.....	.....	.....	.....	.....	37.00	37.00	85.00	90.00	90.00
Tavistock	D	.....	.....	.....	.....	.....	78.28	37.01	36.00	35.00	35.00	37.00

Note A—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B—Power delivered at 13,200 or 12,000 volts.

"F"—Continued

and Power Rates to Consumers

Power rates to consumers									
1921					1922				
Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount	Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount
$ c.	cents	cents	cents	%	$ c.	cents	cents	cents	%
1.00	1.3	0.8	0.1	10	1.00	1.3	0.8	0.1	10 & 10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	6.4	4.3	0.15	10	1.00	5.6	3.8	0.15	10
1.00	1.75	1.0	0.1	10	1.00	1.75	1.0	0.1	10
1.00	2.5	1.7	0.15	10	1.00	2.5	1.7	0.15	10
1.00	2.0	1.4	0.15	10	1.00	2.3	1.6	0.15	10
1.00	2.33	1.56	0.167	10 & 10	1.00	2.33	1.56	0.167	10 & 10
.....	.....	.....	.....	.....	1.00	7.4	4.9	0.15	10
1.00	6.8	4.6	0.15	10	1.00	4.9	3.3	0.15	10
.....	.....	.....	.....	.....	1.00	7.5	5.0	0.15	10
1.00	1.8	1.2	0.15	10	1.00	2.11	1.39	0.167	10 & 10
1.00	5.0	3.0	0.15	10	1.00	5.0	3.0	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.0	1.4	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	7.8	5.2	0.15	10	1.00	7.8	5.2	0.15	10
.....	.....	.....	.....	.....	1.00	2.0	1.4	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.2	2.8	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
.....	.....	.....	.....	.....	1.00	4.9	3.3	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	1.6	1.066	0.166	25 & 10	1.00	1.867	1.267	0.16	25 & 10
1.00	.....	.....	.....	.....	1.00	7.1	4.7	0.15	10
1.00	3.8	2.5	0.15	10	1.00	3.8	2.5	0.15	10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	1.73	1.133	0.147	25 & 10	1.00	1.83	1.233	0.156	10 & 10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.8	3.2	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.5	2.3	0.15	10
1.00	4.5	3.0	0.15	10	1.00	4.5	3.0	0.15	10
1.00	3.5	2.3	0.15	10	1.00	3.8	2.5	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.8	1.8	0.15	10
1.00	3.6	2.4	0.15	10	1.00	3.6	2.4	0.15	10
1.00	7.8	5.2	0.15	10	1.00	7.8	5.2	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.0	1.33	0.167	10 & 10
1.00	3.8	2.5	0.15	10	1.00	4.2	2.8	0.15	10
1.00	2.2	1.5	0.15	10	1.00	2.5	1.7	0.15	10
1.00	3.2	2.1	0.15	10	1.00	3.2	2.1	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	2.5	1.7	0.15	10	1.00	2.2	1.5	0.15	10

Note C—Power delivered at 6,600 volts.
Note D—Power delivered at 4,000 or 2,200 volts.

STATEMENT

Cost of Power to Hydro Municipalities

Municipality	Note	Interim rates at which power is billed to the municipality and adjusted to cost at the end of the year										
		1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Tecumseh	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59.07
Teeswater	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40.00
Thamesford	D	.....	.....	45.00	45.00	45.00	45.00	45.00	50.00	50.00	50.00	54.00
Thamesville	D	.....	.....	.....	.....	45.40	45.40	45.40	50.00	60.00	55.00	55.00
Thedford	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	110.00
Thorndale	D	.....	.....	45.00	45.00	45.00	45.00	45.00	50.00	60.00	60.00	70.00
Thornton	D	.....	.....	.....	.....	.....	.....	43.00	43.00	85.00	85.00	85.00
Thorold	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22.25
Tilbury	D	.....	.....	.....	39.45	39.45	39.45	39.45	45.00	50.00	50.00	50.00
Tillsonburg	B	32.00	32.00	32.00	32.00	35.00	35.00	35.00	32.00	30.00	30.00	39.00
Toronto	B	18.50	15.00	15.00	15.00	14.50	14.50	14.50	14.50	14.50	17.00	22.00
Toronto Twp.	D	.....	.....	.....	.....	.....	.....	.....	25.00	25.00	25.00	30.00
Tottenham	D	.....	.....	.....	.....	.....	.....	51.00	51.00	85.00	90.00	90.00
Uxbridge	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90.00
Victoria Harbor	D	.....	.....	.....	35.00	35.00	35.00	35.00	35.00	50.00	45.00	45.00
Walkerville	A	.....	.....	38.00	38.00	38.00	38.00	38.00	36.00	36.00	35.00	35.00
Wallaceburg	D	.....	.....	.....	38.45	38.45	38.45	38.45	38.00	38.45	35.00	35.00
Wardsville	D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	82.20
Waterdown	D	37.50	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	31.00	36.00
Waterford	D	.....	.....	.....	39.00	39.00	39.00	39.00	39.00	33.00	33.00	38.00
Waterloo	B	26.00	23.50	22.50	22.50	22.00	21.00	21.00	20.00	20.00	21.00	26.00
Watford	D	.....	.....	.....	.....	.....	59.45	59.45	65.00	85.00	85.00	85.00
Waubaushene	D	.....	.....	.....	35.00	35.00	25.00	25.00	30.00	45.00	45.00	45.00
Welland	B	.....	14.50	14.00	14.00	14.00	14.00	14.00	14.00	14.00	16.00	20.00
Wellesley	D	.....	.....	.....	.....	.....	39.96	39.96	39.00	39.00	39.00	43.00
Wellington	D	.....	.....	.....	.....	.....	.....	.....	52.76	52.76	52.76	50.00
West Hamilton, ext.	.....			Served by Anca ster								
West Lorne	D	.....	.....	.....	.....	.....	55.60	55.60	55.00	55.00	50.00	45.00
Weston	B	30.00	30.00	30.00	30.00	30.00	30.00	30.00	25.00	23.00	23.00	29.00
Williamsburg	D	.....	.....	.....	25.09	30.00	30.00	30.00	30.00	50.00	73.89	95.00
Winchester	D	.....	.....	38.28	39.54	43.00	43.00	43.00	43.00	69.84	85.00	85.00
‡Windsor	A	.....	.....	38.00	38.00	38.00	38.00	38.00	36.00	36.00	35.00	35.00
Wingham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45.00
Woodbridge	D	.....	.....	.....	33.83	33.83	33.83	33.83	33.00	31.00	31.00	37.00
Woodstock	B	26.00	23.00	23.00	23.00	23.00	21.00	21.00	20.00	20.00	21.00	27.00
Woodville	D	.....	.....	.....	70.24	70.00	50.00	50.00	55.00	80.00	80.00	80.00
Wyoming	D	.....	.....	.....	.....	38.34	38.34	38.34	38.00	60.00	60.00	60.00
York Tp.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zurich	D	.....	.....	.....	.....	.....	.....	69.34	69.00	60.00	60.00	74.00

Note A—Power delivered at 46,000, 26,400 or 22,000 volts.
Note B—Power delivered at 13,200 or 12,000 volts.
‡Windsor rates for 60 cycle power are 25% higher than rates given here.

"F"—Concluded

and Power Rates to Consumers

Power rates to consumers									
1921					1922				
Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount	Service charge per horsepower per month	1st 50 hr. per month per kw-hr.	2nd 50 hr. per month per kw-hr.	All additional per kw-hr.	Prompt payment discount
$ c.	cents	cents	cents	%	$ c.	cents	cents	cents	%
.....	.....	.....	.....	.....	1.00	4.9	3.3	0.15	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.1	4.1	0.15	10
.....	.....	.....	.....	.....	1.00	9.0	6.0	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
.....	.....	.....	.....	.....	1.00	2.0	1.4	0.15	10
1.00	5.1	3.4	0.15	10	1.00	4.9	3.3	0.15	10
1.00	2.8	1.8	0.15	10	1.00	3.5	2.3	0.15	10
†A.C. 1.25 & 1.00	1.5	0.75	0.4	10	†A.C. 1.25 & 1.00	1.5	0.75	0.4	10
†D.C. 1.35 & 1.00	2.5	1.25	0.6	10	†D.C. 1.35 & 1.00	2.5	1.25	0.6	10
1.00	4.2	2.8	0.15	10	1.00	4.2	2.8	0.15	10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
.....	.....	.....	.....	.....	1.00	7.5	5.0	0.15	10
1.00	5.6	3.8	0.15	10	1.00	5.6	3.8	0.15	10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	3.2	2.1	0.15	10	1.00	3.2	2.1	0.15	10
.....	.....	.....	.....	.....	1.00	8.6	5.7	0.15	10
1.00	3.3	2.2	0.15	10	1.00	3.3	2.2	0.15	10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	1.67	1.11	0.133	10 & 10	1.00	2.33	1.56	0.167	10 & 10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.9	3.3	0.15	10
1.00	1.73	1.33	0.147	25 & 10	1.00	1.67	1.11	0.133	10 & 10
1.00	3.9	2.6	0.15	10	1.00	4.3	2.9	0.15	10
1.00	5.4	3.5	0.15	10	1.00	5.4	3.6	0.15	10
1.00	2.8	1.8	0.15	10	1.00	2.8	1.8	0.15	10
1.00	4.9	3.3	0.15	10	1.00	4.7	3.1	0.15	10
1.00	2.133	1.33	0.173	25 & 10	1.00	2.33	1.56	0.167	10 & 10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	6.4	4.3	0.15	10	1.00	6.4	4.3	0.15	10
1.00	3.1	2.0	0.15	10	1.00	3.1	2.0	0.15	10
1.00	5.4	3.6	0.15	10	1.00	5.4	3.6	0.15	10
1.00	2.5	1.7	0.15	10	1.00	3.1	2.0	0.15	10
1.00	1.867	1.267	0.16	25 & 10	1.00	2.11	1.39	0.167	10 & 10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10
1.00	7.1	4.7	0.15	10	1.00	7.1	4.7	0.15	10
1.00	2.11	1.39	0.167	10 & 10	1.00	2.11	1.39	0.167	10 & 10
1.00	6.8	4.6	0.15	10	1.00	6.8	4.6	0.15	10

†1.25 and 1.35 for 1st 10 h.p. 1.00 for all additional h.p.
Note C—Power delivered at 6,600 volts.
Note D—Power delivered at 4,000 or 2,200 volts.

STATEMENT

Lighting Rates in

Municipality	1921								
	Domestic				Commercial				
	Service charge per 100 sq. ft.	1st 3 kw-hr per 100 sq. ft. per kw-hr.	All additional per kw-hr	Minimum net monthly bill	1st 30 hr. per kw-hr	Next 70 hr. per kw-hr	All additional per kw-hr	Minimum net monthly bill	Prompt payment discount
	cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
Acton	3	3	1.5	.....	6	3	0.6	0.75	10
Ailsa Craig	3	5	2.5	.....	10	5	1.0	0.75	10
Alexandria	3	7	3.5	1.00	14	7	1.4	1.50	10
Alliston	3	6	3	.....	12	6	1.2	1.00	10
Alvinston	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ancaster	3	5	2.5	.....	10	5	1	0.75	10
Apple Hill	3	7	3.5	1.50	14	7	1.4	1.50	10
Arthur	3	8	4	.....	16	8	1.6	1.50	10
Aylmer	3	5	2.5	.....	10	5	1.0	0.75	10
Ayr	3	5	2.5	.....	10	5	1	1.00	10
Baden	3	2.5	1.25	.....	5	2.5	0.5	0.75	10
Barrie	3	2	1	.....	4	2	0.4	0.75	10+10
Barton Twp.	10% a	bove H	amilton	5	2.5	0.15	.....	1.00	10
Beachville	3	3	1.5	.....	6	3	0.6	0.75	10
Beaverton	3	5	2.5	.....	10	5	1	1.25	10
Beeton	3	8	4	.....	16	8	1.6	1.50	10
Blenheim	3	4.5	2.25	.....	9	4.5	0.9	0.75	10
Bloomfield	3	7	3.5	.....	14	7	1.4	1.00	10
Bolton	3	6	3	.....	12	6	1.2	1.00	10
Bothwell	3	6	3	.....	12	6	1.2	1.00	10
Bradford	3	8	4	.....	16	8	1.6	1.50	10
Brampton	3	2	1	.....	4	2	0.4	0.75	10
Brantford	3	2	1	.....	3.5	1.2	0.12	0.75	10
Brantford Twp.	3	3	1.5	.....	6	3	0.6	1.00	10
Brechin	3	8	4	.....	16	8	1.6	1.50	10
Bridgeport	3	Kitch	ener rat	e+10%					
Brigden	3	6	3	.....	12	6	1.2	1.00	10
Brockville	3	6	3	.....	12	6	1.2	1.25	10
Brooklin	3	5	2.5	.....	10	5	1	.....	10
Broughdale	3	3	1.5	.....	.....	.....	.....	.....	10
Bullock's Corners and Greensville	3	4	2	.....	8	4	0.8	1.00	10
Burford	3	7	3.5	.....	14	7	1.4	1.50	10
Burgessville	3	5.5	2.75	.....	11	5.5	1.1	0.75	10
Caledonia	3	3	1.5	.....	6	3	0.6	0.75	10
Cannington	3	6	3	.....	12	6	1.2	1.50	10
Carleton Place	3	4.5	2.25	.....	9	4.5	0.9	1.00	10
Chatham	3	3	1.5	.....	6	3	0.6	0.75	10
Chatsworth	3	7	3.5	.....	14	7	1.4	1.50	10
Chesley	3	6	3	.....	12	6	1.2	1.25	10
Chesterville	3	7	3.5	.....	14	7	1.4	1.50	10
Chippewa	3	4	2	.....	8	4	0.8	1.00	10
Clinton	3	4	2	.....	8	4	0.8	0.75	10
Coldwater	3	6	3	.....	12	6	1.2	1.25	10
Collingwood	3	3	1.5	.....	6	3	0.6	0.75	10
Comber	3	7	3.5	.....	14	7	1.4	1.25	10

"G"

Hydro Municipalities

1922

Domestic				Commercial				
Per 100 sq. ft.	1st 3 kw-hr. per 100 sq. ft. per kw-hr.	All Additional per kw-hr.	Minimum net monthly bill	1st 30 hr. per kw-hr.	Next 70 hr. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	Prompt payment discount
cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	0.75	10	5	1.0	0.75	10
3	7	2	1.50	14	7	1.4	2.00	10
3	6	2	1.00	12	6	1.2	1.00	10
3	8	2	1.50	16	8	1.6	1.50	10
3	5	2	0.75	10	5	1	0.75	10
3	7	2	1.50	14	7	1.4	2.00	10
3	8	2	1.50	16	8	1.6	1.50	10
3	4	2	0.75	8	4	0.8	.75	10
3	4	2	1.00	8	4	0.8	1.00	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10+10
10 per cent. above Hamilton				5	2.5	0.15	1.00	10
3	3	1.5	.....	6	3	0.6	0.75	10
3	4.5	2	1.25	9	4.5	0.9	1.25	10
3	8	2	1.50	16	8	1.6	1.50	10
3	4.5	2	0.75	9	4.5	0.9	0.75	10
3	7	2	1.00	14	7	1.4	1.00	10
3	6	2	1.00	12	6	1.2	1.00	10
3	5	2	1.00	10	5	1.0	1.00	10
3	8	2	1.50	16	8	1.6	1.50	10
3	2	1	0.75	4	2	0.4	0.75	10
3	2	1	0.75	3.5	1.75	0.35	0.75	10
3	3	1.5	1.00	6	3	0.6	1.00	10
3	8	2	1.50	16	8	1.6	1.50	10
3		Kitchener rate		+ 10%				
3	6	2	1.00	12	6	1.2	1.00	10
3	6	2	1.00	12	6	1.2	1.00	10
.....	.....	.....	.....	.....	.....	.....	.....	.....
3	3	1.5	.....	.....	.....	.....	.....	10
3	4	2	.....	8	4	0.8	1.00	10
3	7	2	1.50	14	7	1.4	1.50	10
3	5.5	2	0.75	11	5.5	1.1	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	1.50	10	5	1	1.50	10
3	4.5	2	1.00	9	4.5	0.9	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	7	2	1.50	14	7	1.4	1.50	10
3	6	2	1.25	12	6	1.2	1.25	10
3	7	2	1.50	14	7	1.4	1.50	10
3	4	2	1.00	8	4	0.8	1.00	10
3	3.5	1.75	0.75	7	3.5	0.7	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	4	2	1.00	8	4	0.8	1.00	10
3	6	2	1.25	12	6	1.2	1.25	10

STATEMENT

Lighting Rates in

Municipality	1921								
	Domestic				Commercial				Prompt payment discount
	Service charge per 100 sq. ft.	1st 3 kw-hr per 100 sq. ft. per kw-hr.	All additional per kw-hr	Minimum net monthly bill	1st 30 hr. per kw-hr	Next 70 hr. per kw-hr	All additional per kw-hr	Minimum net monthly bill	
	cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
Cookstown	3	7	3.5	.....	14	7	1.4	1.50	10
Creemore	3	7	3.5	.....	14	7	1.4	1.00	10
Dashwood	3	7	3.5	.....	14	7	1.4	1.25	10
Delaware	3	7	3.5	.....	14	7	1.4	1.25	10
Doon and Blair, ext.	3	4	2	.....	8	4	0.8	1.00	10
Dorchester	3	5.5	2.75	.....	11	5.5	1.1	0.75	10
Drayton	3	6.5	3.25	.....	13	6.5	1.3	1.25	10
Dresden	3	4	2	.....	8	4	0.8	0.75	10
Drumbo	3	6	3	.....	12	6	1.2	1.00	10
Dublin	3	7	3.5	.....	14	7	1.4	1.50	10
Dundalk	3	5.5	2.75	.....	11	5.5	1.1	1.00	10
Dundas	3	2	1	.....	5	2	0.15	0.75	10
Dunnville	3	4	2	.....	8	4	0.8	0.75	10
Durham	3	5	2.5	.....	10	5	1	1.00	10
Dutton	3	3	1.5	.....	6	3	0.6	0.75	10
Elmira	3	3	1.5	.....	6	3	0.6	0.75	10
Elmvale	3	4.5	2.25	.....	9	4.5	0.9	1.00	10
Elmwood	3	6	3	.....	12	6	1.2	1.50	10
Elora	3	3	1.5	.....	6	3	0.6	0.75	10
Embro	3	7.5	3.75	.....	15	7.5	1.5	1.50	10
Etobicoke Twp.	3	4	2	.....	8	4	0.8	0.75	10
Exeter	3	4	2	.....	8	4	0.8	0.75	10
Fergus	3	3.5	1.75	.....	7	3.5	0.7	0.75	10
Flesherton	3	5	2.5	.....	10	5	1.0	1.50	10
Ford City	3	4	2	.....	8	4	0.8	0.75	10
Forest	3	6	3	.....	12	6	1.2	1.00	10
Galt	3	2	1	.....	4	2	0.4	0.75	10
Gamebridge	3+50c	8	4	.....	16	8	1.6	1.50	10
Georgetown	3	2	1	.....	4	2	0.4	0.75	10
Glencoe	3	8	4	.....	16	8	1.6	1.00	10
Glen Williams, ext.	3	4	2	.....	8	4	0.8	0.75	10
Goderich	3	3.5	1.75	.....	7	3.5	0.7	0.75	10
Grand Valley	3	8	4	.....	16	8	1.6	1.50	10
Grantham Twp.	.....	.....	.....	Rural	Rates				
Granton	3	6	3	.....	12	6	1.2	1.00	10
Gravenhurst	3	4.5	2.25	.....	9	4.5	0.9	1.00	10
Guelph	3	2	1	.....	4	2.0	0.4	0.75	10
Hagersville	3	2.5	1.25	.....	5	2.5	0.5	0.75	10
Hamilton	3	2	1	.....	3.5	1.2	0.12	0.75	10
Hanover	3	5	2.5	.....	10	5	1	1.00	10
Harriston	3	4.5	2.25	.....	9	4.5	.9	1.00	10
Hensall	3	6	3	.....	12	6	1.2	1.00	10
Hespeler	3	3	1.5	.....	6	3	0.6	0.75	10
Highgate	3	6	3	.....	12	6	1.2	1.00	10
Holstein	3	9	4.5	.....	18	9	1.8	1.50	10

"G"—Continued

Hydro Municipalities

1922

Domestic				Commercial				
Service charge per 100 sq. ft.	1st 3 kw-hr. per 100 sq. ft. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	1st 30 hr. per kw-hr.	Next 70 hr. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	Prompt payment discount
cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
3	7	2	1.50	14	7	1.4	1.50	10
3	6	2	1.00	12	6	1.2	1.00	10
3	7	2	0.75	14	7	1.4	1.25	10
3	6	2	1.25	12	6	1.2	1.25	10
3	4	2	.....	8	4	0.8	1.00	10
3	5	2	0.75	10	5	1	0.75	10
3	6	2	1.25	12	6	1.2	1.25	10
3	4	2	0.75	8	4	0.8	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	7	2	1.50	14	7	1.4	1.50	10
3	5.5	2	1.00	11	5.5	1.1	1.00	10
3	2	1	0.75	5	2	0.15	0.75	10
3	5	2	0.75	10	5	1	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	4.5	2	1.00	9	4.5	0.9	1.00	10
3	6	2	1.50	12	6	1.2	1.50	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	7.5	2	1.50	15	7.5	1.5	1.50	10
3	4	2	0.75	8	4	0.8	0.75	10
3	4	2	0.75	8	4	0.8	0.75	10
3	3.5	1.75	0.75	7	3.5	0.7	0.75	10
3	5	2	1.50	10	5	1.0	1.50	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3+50c	8	4	1.50	16	8	1.6	1.50	10
3	2	1	0.75	4	2	0.4	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	4	2	0.75	8	4	0.8	0.75	10
3	3.5	1.75	0.75	7	3.5	0.7	0.75	10
3	8	2	1.50	16	8	1.6	1.50	10
			Rural	Rates				
3	5	2	1.00	10	5	1	1.00	10
3	4.5	2	1.00	9	4.5	0.9	1.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	2	1	0.75	3.5	1.75	0.35	0.75	10
3	4	2	1.00	8	4	0.8	1 00	10
3	4	2	1.00	8	4	0.8	1.00	10
3	6	2	1.00	12	6	1.2	1.00	10
3	3	1.5	1.00	6	3	0.6	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	9	2	1.50	18	9	1.8	1.50	10

STATEMENT

Lighting Rates in

Municipality	1921								
	Domestic				Commercial				
	Service charge per 100 sq. ft.	1st 3 kw-hr per 100 sq. ft. per kw-hr	All additional per kw-hr	Minimum net monthly bill	1st 30 hr. per kw-hr	Next 70 hr. per kw-hr	All additional per kw-hr	Minimum net monthly bill	Prompt Payment discount
	cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
Horning's Mills	3	7	3.5	.....	14	7	1.4	1.50	10
Huntsville	3	6	3	.....	12	6	1.2	1.00	10
Ingersoll	3	2	1	.....	4	2	0.4	0.75	10
Kemptville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kincardine	3	6	3	.....	12	6	3	1.00	10
Kingston	3	3.5	1.75	.....	7	3.5	0.4	0.75	10
Kirkfield	3	6	3	.....	12	6	1.2	1.50	10
Kitchener	3	2	1	.....	4	2.0	0.4	0.75	10
Lambeth	3	6	3	.....	12	6	1.2	1.25	10
Lanark	3	8	4	1.65	16	8	1.6	2.50	10
Lancaster	3	8	4	1.75	16	8	1.6	2.50	10
Listowel	3	4	2	.....	8	4	0.8	0.75	10
London	3	2	1	.....	4	2.0	0.4	0.75	10
Lucan	3	4	2	.....	8	4	0.8	0.75	10
Lucknow	3	7.5	3.75	.....	15	7.5	1.5	1.50	10
Lynden	3	4.5	2.25	.....	9	4.5	0.9	1.50	10
Markdale	3	4	2	.....	8	4	0.8	1.00	10
Markham	3	9	4.5	.....	18	9	1.8	1.00	10
Martintown	3	7	3.5	1.50	14	7	1.4	2.00	10
Maxville	3	8	4	1.50	16	8	1.6	1.50	10
Merritton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Midland	3	3	1.5	.....	6	3	0.6	0.75	10
Milton	3	3	1.5	.....	6	3	0.6	0.75	10
Milverton	3	4	2	.....	8	4	0.8	0.75	10
Mimico	3	2	1	.....	4	2	0.4	0.75	10
Mitchell	3	3	1.5	.....	6	3	0.6	0.75	10
Moorefield	3	7	3.5	.....	14	7	1.4	1.50	10
Mount Brydges	3	6	3	.....	12	6	1.2	1.25	10
Mount Forest	3	5.5	2.75	.....	11	5.5	1.1	1.00	10
Neustadt	3	7	3.5	.....	14	7	1.4	1.50	10
Newbury	3	8	4	.....	16	8	1.6	1.00	10
New Hamburg	3	3	1.5	.....	6	3	0.6	0.75	10
New Toronto	3	2	1	.....	4	2	0.4	0.75	10
Niagara Falls	3	2	1	.....	4	1.5	0.15	0.75	10
Niagara-on-the-Lake	3	4	2	.....	8	4	0.8	0.75	10
Norwich	3	3	1.5	.....	6	3	0.6	0.75	10
Oil Springs	3	5	2.5	.....	10	5	1	1.00	10
Omemee	3	5	2.5	.....	10	5	1	1.00	10
Orangeville	3	5	2.5	.....	10	5	1	1.00	10
Ottawa	3	2	1.5	.....	5	2.2	0.5	0.75	10
Otterville	3	6	3	.....	12	6	1.2	0.75	10
Owen Sound	3	3	1.5	.....	6	3	0.6	0.75	10
Palmerston	3	4	2	.....	8	4	0.8	0.75	10
Paris	3	2	1	.....	4	2	0.4	0.75	10
Parkhill	3	8	4	.....	16	8	1.6	1.50	10

"G"—Continued

Hydro Municipalities

1922

Domestic				Commercial				
Service charge per 100 sq. ft.	1st 3 kw-hr. per 100 sq. ft. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	1st 30 hr. per kw-hr.	Next 70 hr. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	Prompt payment discount
cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
3	7	3.5	1.50	14	7	1.4	1.50	10
3	6	2	1.00	12	6	1.2	1.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3	8	2	1.65	16	8	1.6	2.50	10
3	6	2	1.50	12	6	1.2	1.50	10
3	3.5	1.75	0.75	7	3.5	0.4	0.75	10
3	6	2	1.50	12	6	1.2	1.50	10
3	2	1	0.75	4	2	0.4	0.75	10
3	6	2	1.25	12	6	1.2	1.25	10
3	8	2	1.65	16	8	1.6	2.50	10
3	8	2	1.75	16	8	1.6	2.50	10
3	4	2	0.75	8	4	0.8	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	4	2	0.75	8	4	0.8	0.75	10
3	7.5	2	1.50	15	7.5	1.5	1.50	10
3	4.5	2	1.50	9	4.5	0.9	1.50	10
3	4	2	1.00	8	4	0.8	1.00	10
3	7	2	1.00	14	7	1.4	1.00	10
3	7	2	1.50	14	7	1.4	2.00	10
3	8	2	1.50	16	8	1.6	2.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3.5	1.75	0.75	7	3.5	0.7	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	7	2	1.50	14	7	1.4	1.50	10
3	6	2	1.25	12	6	1.2	1.25	10
3	5.5	2	1.00	11	5.5	1.1	1.00	10
3	7	2	1.50	14	7	1.4	1.50	10
3	8	2	1.00	16	8	1.6	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	4	1.5	0.15	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	5	2	1.00	10	5	1	1.00	10
3	5	2	1.00	10	5	1	1.00	10
3	2	1.5	0.75	4	2	0.4	0.75	10
3	5	2	0.75	10	5	1	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	7	2	1.25	14	7	1.4	1.25	10

STATEMENT

Lighting Rates in

Municipality	1921								
	Domestic				Commercial				
	Service charge per 100 sq. ft.	1st 3 kw-hr per 100 sq. ft. per kw-hr	All additional per kw-hr	Minimum net monthly bill	1st 30 hr. per kw-hr	Next 70 hr. per kw-hr	All additional per kw-hr	Minimum net monthly bill	Prompt payment discount
	cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
Penetang	3	4	2		8	4	0.8	1.00	10
Perth	3	5	2.5		10	5	1	1.00	10
Peterboro'	3	2.5	1.25		5	2.5	0.5	0.75	10
Petersburg, ext	3	6	3		12	6	1.2	1.00	10
Petrolia	3	4	2		8	4	0.8	0.75	10
Plattsville	3	5	2.5		10	5	1	1.00	10
Picton	3	6	3		12	6	1.2	0.75	10
Port Arthur	3	2	1		5	2.5	0.5	0.75	10
Port Colborne	3	4	2		8	4	0.8	0.75	10
Port Credit	3	3	1.5		6	3	0.6	0.75	10
Port Dalhousie	3	4.5	2.25		9	4.5	0.9	0.75	10
Port Dover									
Port McNicoll	3	6	3		12	6	1.2	1.25	10
Port Perry									
Port Robinson, ext	3	3	1.5		6	3	0.6	0.75	10
Port Stanley	3	4	2		8	4	0.8	0.75	10
Prescott	3	5	2.5		10	5	1	1.25	10
Preston	3	2.5	1.25		5	2.5	0.5	0.75	10
Priceville	3	6	3		12	6	1.2	1.50	10
Princeton	3	7.5	3.75		15	7.5	1.5	1.50	10
Queenston									
Ridgetown	3	3.5	1.75		7	3.5	0.7	0.75	10
Ripley	3	7.5	3.75		15	7.5	1.5	1.50	10
Riverside									
Rockwood	3	5	2.5		10	5	1	1.00	10
Rodney	3	6	3		12	6	1.2	0.75	10
St. Catharines	3	2	1		4	1.5	0.15	0.75	10
St. Clair Beach									
St. George	3	4	2		8	4	8	1.00	10
St. Jacobs	3	4	2		8	4	8	1.00	10
St. Marys	3	3	1.5		6	3	0.6	0.75	10
St. Thomas	3	2	1		4	2	0.4	0.75	10
Sandwich	3	4	2		8	4	0.8	0.75	10
Sarnia	3	3	1.5		6	3	0.6	0.75	10
Scarboro Twp	3	5.5	2.75		11	5.5	1.1	0.75	10
Seaforth	3	3	1.5		6	3	0.6	0.75	10
Sebringville, ext	3	5	2.5		10	5	1	0.75	10
Shelburne	3	5.5	2.75		11	5.5	1.1	1.25	10
Simcoe	3	2.5	1.25		5	2.5	0.5	0.75	10
Smiths Falls	3	5	2.5		10	5	1	1.00	10
Springfield	3	7	3.5		14	7	1.4	1.00	10
Stamford Twp	3	3	1.5		6	3	0.6	0.75	10
Stayner	3	6	3		12	6	1.2	1.00	10
Stratford	3	2	1		4	2	0.4	0.75	10
Strathroy	3	3	1.5		6	3	0.6	0.75	10

"G"—Continued

Hydro Municipalities

1922

Domestic				Commercial				
Service charge per 100 sq. ft.	1st 3 kw-hr. per 100 sq. ft. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	1st 30 hr. per kw-hr.	Next 70 hr. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	Prompt payment discount
cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
3	4	2	1.00	8	4	0.8	1.00	10
3	5	2	1.00	10	5	1.0	1.00	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	4	2	0.75	8	4	0.8	0.75	10
3	2	1	0.75	5	2.5	0.5	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	4.5	2	0.75	9	4.5	0.9	0.75	10
3	6	2	1.25	12	6	1.2	1.25	10
3	5	2	1.25	10	5	1	1.25	10
3	8	2	2.00	16	8	1.6	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	4	2	0.75	8	4	0.8	0.75	10
3	4	2	1.25	8	4	0.8	1.25	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	7.5	2	1.50	15	7.5	1.5	1.50	10
3	7.5	2	1.50	15	7.5	1.5	1.50	10
3	2	1.5	1.25	6	3	0.6	1.25	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	7.5	2	1.50	15	7.5	1.5	1.50	10
3	5	2	0.75	10	5	1	0.75	10
3	4	2	1.00	8	4	0.8	1.00	10
3	5	2	0.75	10	5	1.0	0.75	10
3	2	1	0.75	3.5	1.75	0.35	0.75	10
3	7	2	2.00	14	7	1.4	2.00	10
3	4	2	1.00	8	4	0.8	1.00	10
3	4	2	1.00	8	4	0.8	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	4	2	0.75	8	4	0.8	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	0.75	10	5	1	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	0.75	10	5	1	0.75	10
3	5.5	2	1.25	11	5.5	1.1	1.25	10
3	2.5	1.25	0.75	5	2.5	0.5	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	7	2	1.00	14	7	1.4	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10

STATEMENT

Lighting Rates in

Municipality	1921								
	Domestic				Commercial				Prompt payment discount
	Service charge per 100 sq. ft.	1st 3 kw-hr per 100 sq. ft. per kw-hr	All additional per kw-hr	Minimum net monthly bill	1st 30 hr. per kw-hr	Next 70 hr. per kw-hr	All additional per kw-hr	Minimum net monthly bill	
	cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
Sunderland	3	8	4	.....	16	8	1.6	1.50	10
Tara	3	8	4	.....	16	8	1.6	1.50	10
Tavistock	3	2.5	1.25	.....	5	2.5	0.5	1.00	10
Tecumseh, ext	3	5	2.5	.....	10	5	1	0.75	10
Teeswater	3	5	2.5	.....	10	5	1	1.50	10
Thamesford	3	6	3	.....	12	6	1.2	0.75	10
Thamesville	3	6	3	.....	12	6	1.2	1.00	10
Thedford	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thorndale	3	6.5	3.25	.....	13	6.5	1.3	1.00	10
Thornton	3	7	3.5	.....	14	7	1.4	1.50	10
Thorold	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tilbury	3	5	2.5	.....	10	5	1	1.25	10
Tillsonburg	3	3	1.5	.....	6	3	0.6	0.75	10
Toronto	3	2	1	.....	5	3	1	0.75	10
Toronto Twp	1.50	4	2	.....	.....	.....	.....	.....	.....
Tottenham	3	8	4	.....	16	8	1.6	1.50	10
Uxbridge	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria Harbor	3	5	2.5	.....	10	5	1	1.00	10
Walkerville	3	3	1.5	.....	6	3	0.6	0.75	10
Wallaceburg	3	4	2	.....	8	4	0.8	0.75	10
Wardsville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterdown	3	3	1.5	.....	6	3	0.6	0.75	10
Waterford	3	3	1.5	.....	6	3	0.6	0.75	10
Waterloo	3	2	1	.....	4	2	0.4	0.75	10
Watford	3	7.5	3.75	.....	15	7.5	1.5	1.00	10
Waubaushene	3	7	3.5	.....	14	7	1.4	1.25	10
Welland	3	2	1	.....	4	2	0.4	0.75	10
Wellesley	3	4	2	.....	8	4	0.8	1.00	10
Wellington	3	6	3	.....	12	6	1.2	1.00	10
West Hamilton, ext.	3	4	2	.....	8	4	0.8	0.75	10
West Lorne	3	6	3	.....	12	6	1.2	0.75	10
Weston	3	2	1	.....	4	2	0.4	0.75	10
Williamsburg	3	6	3	.....	12	6	1.2	1.50	10
Winchester	3	6	3	.....	12	6	1.2	1.50	10
Windsor, Sandwich	‡3	3	1.5	.....	6	3	0.6	0.75	10
Wingham	3	6	3	.....	12	6	1.2	1.00	10
Woodbridge	3	3	1.5	.....	6	3	0.6	0.75	10
Woodstock	3	2	1	.....	4	2	0.4	0.75	10
Woodville	3	7	3.5	.....	14	7	1.4	1.50	10
Wyoming	3	7.5	3.75	.....	15	7.5	1.5	1.00	10
York Twp	3	3	1.5	.....	6	3	0.6	0.75	10
Zurich	3	6	3	.....	12	6	1.2	1.00	10

‡60 cycle lighting rates 25% higher.

"G"—Concluded

Hydro Municipalities

1922

Domestic				Commercial				
Service charge per 100 sq. ft.	1st 3 kw-hr. per 100 sq. ft. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	1st 30 hr. per kw-hr.	Next 70 hr. per kw-hr.	All additional per kw-hr.	Minimum net monthly bill	Prompt payment discount
cents	cents	cents	$ c.	cents	cents	cents	$ c.	%
3	8	2	1.50	16	8	1.6	1.50	10
3	8	2	1.50	16	8	1.6	1.50	10
3	2.5	1.25	1.00	5	2.5	0.5	1.00	10
3	5	2	1.50	10	5	1	1.50	10
3	5	2	1.50	10	5	1	1.50	10
3	6	2	0.75	12	6	1.2	0.75	10
3	5	2	1.00	10	5	1	1.00	10
3	9	2	1.50	18	9	1.8	1.50	10
3	6.5	2	1.25	13	6.5	1.3	1.25	10
3	7	2	1.50	14	7	1.4	1.50	10
3	2	1	0.75	5	2	2.5	0.75	10
3	5	2	1.25	10	5	1	1.25	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	5	3	1.0	0.75	10
1.50	4	2	.....	.....	.....	.....	.....	.....
3	8	2	1.50	16	8	1.6	1.50	10
3	8	2	2.00	16	8	1.6	1.00	10
3	5	2	1.00	10	5	1	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	4	2	0.75	8	4	0.8	0.75	10
3	8	2	1.50	16	8	1.6	1.50	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	6	2	1.00	12	6	1.2	1.00	10
3	2	1	0.75	4	2	0.4	0.75	10
3	4	2	1.00	8	4	0.8	1.00	10
3	6	2	1.00	12	6	1.2	1.00	10
3	4	2	.....	8	4	0.8	0.75	10
3	5	2	0.75	10	5	1	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	6	2	1.50	12	6	1.2	1.50	10
3	6	2	1.50	12	6	1.2	1.50	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	6	2	1.00	12	6	1.2	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	2	1	0.75	4	2	0.4	0.75	10
3	7	2	1.50	14	7	1.4	1.50	10
3	7.5	2	1.00	15	7.5	1.5	1.00	10
3	3	1.5	0.75	6	3	0.6	0.75	10
3	6	2	1.25	12	6	1.2	1.25	10

APPENDIX I

ACTS

Chapter 31, 1922.

An Act to amend The Power Commission Act

Assented to 13th June, 1922.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

1. This Act may be cited as *The Power Commission Act, 1922.* Short title.

2. Section 19 of *The Power Commission Act* as amended by subsection 1 of section 7 of *The Power Commission Act, 1917*, is further amended by adding thereto the following subsections: Rev. Stat. c. 39, s. 19, amended.

(5) The trustees of a police village shall be a commission for the control and management of works established for the distribution of electrical power or energy in the police village, and shall have and may exercise and perform the like powers and duties as nearly as may be as a commission formed under *The Public Utilities Act* in an incorporated village. Trustees, duties and powers of. Rev. Stat c. 204.

(6) The trustees of a police village shall appoint a competent person to act as secretary-treasurer for the purpose of keeping the accounts of the trustees for the distribution and supply of electrical power or energy and acting as custodian of funds collected by the trustees or received by them from the treasurer of the township for the establishment of works in connection with the distribution of power. Secretary-treasurer.

(7) The secretary-treasurer shall give security for the due accounting of all sums of money coming to his hands and for the payment over to the township treasurer of the sums required from time to time to meet payments coming due for interest and to provide a sinking fund for the payment of any debentures issued for the works undertaken by the trustees under contract with the Commission. Security.

(8) The accounts of the secretary-treasurer shall be audited by the auditor of the township in which the police village is situate, or if the police village includes parts of two or more townships, then by the auditor of that township having the highest assessment in the police village. Auditing of accounts.

3. Subsection 4 of section 19*a* of *The Power Commission Act* as enacted by section 8 of *The Power Commission Act, 1917*, is amended by striking out the word "appoint" in the first line and substituting therefor the word "establish," and by striking out the word "appoint- Rev. Stat. c. 39, s. 19*a*, (1917, c. 20, s. 8) amended.

ed" in the sixth line and substituting the word "elected," so that the subsection will now read as follows:

(4) The council may establish a commission for the purpose of the construction of the works and the control and management of the same for the district so set apart, in the manner provided by section 34 of *The Public Utilities Act*, but the commissioners elected shall be residents of such district and it shall not be necessary to obtain the assent of the electors to the establishment of the commission.

Rev. Stat. c. 204.

Rev. Stat. c. 39, s. 30*e* (1920, c. 18, s. 5) repealed.

4.—(1) Section 30*e* of *The Power Commission Act* as enacted by section 5 of *The Power Commission Act, 1920*, is repealed and the following substituted therefor:

Rural power districts.

30*e*. Subject to the approval of the Lieutenant-Governor in Council the Commission may enter into a contract with the municipal corporation of a township, or with the municipal corporations of two or more townships, for the supply or distribution of electrical power or energy in the township or townships, and the Commission may with the approval of the municipal corporation and in pursuance of such contract lay out and define areas hereinafter called "rural power districts" in the township or townships for the distribution of electrical power or energy, and may construct and operate all works necessary for the transmission of electrical power or energy to a rural power district and for the transforming and distributing of such electrical power or energy to the premises of persons within the rural power district, and the Commission may from time to time with the approval of the municipal corporation enlarge, alter or vary the boundaries of any rural power district.

(2) The amendment made by this section shall have effect as from the 4th day of June, 1920.

By-laws confirmed.

5. By-law No. 737 of the Corporation of the Township of Elizabethtown; By-law No. 678 of the Corporation of the Township of Beverley; By-law No. 990 of the Corporation of the Township of Yarmouth; By-law No. 1482 of the Corporation of the Township of Raleigh; By-law No. 591 of the Corporation of the Township of North Dorchester; By-law No. 810 of the Corporation of the Township of Westminster; By-law No. 18 of the Corporation of the Township of Charlottenburg; By-law No. 381 of the Corporation of the Township of West Nissouri; By-law No. 211a of the Corporation of the Township of South Dorchester; By-law No. 789 of the Corporation of the Township of Brantford; By-law No. 675 of the Corporation of the Township of Nottawasaga; By-law No. 18 of 1921 of the Corporation of the Township of Howard; By-law No. 200 of the Corporation of the Township of Thorold; By-law No. 701 of the Corporation of the Township of Orford; By-law No. 916 of the Corporation of the Township of Nepean; By-law No. 952 of the Corporation of the Township of Edwardsburg; By-law No. 861 of the Corporation of the Township of Augusta; By-law No. 8 of the Corporation of the Township of North Oxford; By-law No. 815 of the Corporation of the Township of Willoughby; By-law No. 95 of the Corporation of the Township of East Nissouri; By-

law No. 46 of the Corporation of the Township of Crowland; By-law No. 2350 of the Corporation of the Township of Harwich; By-law No. 17 of 1921 of the Corporation of the Township of Artemesia; By-law No. 952 of the Corporation of the Township of Bertie; By-law No. 56 of 1921 of the Corporation of the Township of Stamford; By-law No. 118 of 1921 of the Corporation of the Township of Kinloss; By-law No. 1012 of the Corporation of the Township of Chatham; By-law No. 875 of the Corporation of the Township of Sandwich East; By-laws Nos. 388 and 412 of the Corporation of the Village of Kemptville; By-law No. 174 of the Corporation of the Village of Port Dover; By-laws Nos. 241 and 242 of the Corporation of the Village of Wardsville; By-laws Nos. 167 and 168 of the Corporation of the Village of Thedford; By-laws Nos. 3 and 4 of 1921 of the Corporation of the Village of Alvinston; By-laws Nos. 558 and 562 of the Corporation of the Township of Niagara; By-laws Nos. 934 and 937 of the Corporation of the Township of Toronto; By-laws Nos. 1090, 1091, 1092, 1093 and 1094 of the Corporation of the Township of Scarborough; By-law No. 104 of the Corporation of the Town of Tilbury; By-law No. 2 of the Police Village of Merlin; and By-law No. 392 of the Corporation of the Town of Mimico, and all debentures issued or to be issued or purporting to be issued, under any of the said by-laws which authorize the issue of debentures, are confirmed and declared to be legal, valid and binding upon such corporations and the ratepayers thereof, respectively, and shall not be open to question upon any ground whatsoever, notwithstanding the requirements of *The Power Commission Act*, or the amendments thereto, or any other Act of this Legislature.

6. This Act shall come into force on the day upon which it receives the Royal Assent. Commencement of Act.

Chapter 32, 1922.

An Act to amend The Rural Hydro-Electric Distribution Act, 1921

Assented to 13th June, 1922

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

1. This Act may be cited as *The Rural Hydro-Electric Distribution Act, 1922*. Short title.

2. *The Rural Hydro-Electric Distribution Act, 1921* is amended by adding the following as section 4*a*; 1921, c. 21, amended.

4*a*. Where the corporation of a township or of an urban municipality supplies or distributes electrical power or energy within any such Rural Power District there may be paid to such corporation upon the recommendation of the Hydro-Electric Power Commission of Ontario, and the Order of the Lieutenant-Governor in Council a sum not exceeding fifty per cent. of the capital cost of constructing and erect- Payment o grant where municipality is distributor of power.

ing in the Rural Power District primary transmission lines and cables required for the delivery of power or energy in such Rural Power District.

Payments may be retroactive.

3. The payments and allowances authorized by section 4 of *The Rural Hydro-Electric Distribution Act, 1921*, and by section 4*a* of the said Act as enacted by section 2 of this Act, may be made in respect of works constructed before or since the 1st day of June, 1921.

Commencement of Act.

4. This Act shall come into force and take effect on the day upon which it receives the Royal Assent.

Chapter 33, 1922.

An Act respecting the Filing of Claims against Certain Companies or their Properties

Assented to 13th June, 1922.

Preamble.

WHEREAS The Hydro-Electric Power Commission of Ontario, (hereinafter referred to as "the Commission") proposes to enter into an agreement (hereinafter referred to as the "Purchase Agreement") with The Toronto Railway Company, (hereinafter referred to as "the Railway Company") for the purchase of all of the shares of the capital stock of The Toronto Power Company, Limited, The Toronto & York Radial Railway Company, and the Schomberg and Aurora Railway Company, the shares of The Toronto Power Company, Limited, carrying with them the ownership of substantially all of the shares of The Electrical Development Company of Ontario, Limited, The Toronto and Niagara Power Company and The Toronto Electric Light Company, Limited; and whereas it is essential to the making and carrying out of the said agreement that all persons asserting any right or claim against any of the said companies other than the Railway Company, or against any of their properties, arising before the 1st day of December, 1920, being the date as of which the said purchase is to become effective, shall disclose the same to the Commission, as hereinafter provided, so that due provision for the discharge, settlement or other disposition thereof may be made before the final adjustment of accounts between the Commission and the Railway Company; and whereas by reason of the guarantees to be given by His Majesty the King on behalf of the Province of Ontario in connection with said purchase, it is expedient in the public interest that this Act be passed;

Therefore His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Publication of notice requiring filing of claims.

1. The Commission and the Railway Company shall cause advertisements substantially in the form set out in schedule "A" to this Act to be inserted five times in two daily newspapers published in the City of Toronto, in one daily newspaper published in the City of Montreal, in one daily newspaper published in the City of Winnipeg, in one daily newspaper published in the City of London, England, and in one

daily newspaper published in the City of New York in the United States of America, the newspapers and the dates of publication therein respectively of the said advertisement to be designated by the Lieutenant-Governor in Council.

Claims barred if not filed by certain date.

2. Any right or claim, other than those referred to in the next succeeding section, held or asserted by any person against the Toronto Power Company, Limited, The Electrical Development Company of Ontario, Limited, The Toronto and Niagara Power Company, The Toronto Electric Light Company, Limited, The Toronto and York Radial Railway Company, or the Schomberg and Aurora Railway Company or any of them or against any of their properties arising before the First day of December, 1920, and whether cause of action had or had not accrued in respect of such right or claim by the said date, of which notice in writing shall not have been given to the Commission in the manner and within the time provided in the advertisements to be published pursuant to Section 1 of this Act, shall, as against the said companies and their properties, be forever barred. Provided, however, that this section shall not bar any such right or claim of which notice shall not have been given as herein provided to the Commission but of which the Commission shall have given notice to the Railway Company as provided in the agreement set out in Schedule "J" to the purchase agreement.

Act not to apply to certain liabilities.

3. This Act shall not apply to rights or claims arising out of any of the bonds, debenture stock or notes specified below, including any rights or claims of any trustee under any deed or deeds of trust securing the same.

(*a*) Toronto and Niagara Power Company, 1st Mortgage 5% bonds secured by trust deed to National Trust Company, Limited, dated 1st March, 1903, total outstanding 1st December, 1920, $1,500,000.

(*b*) Electrical Development Company, 1st Mortgage 5% bonds secured by trust deed to National Trust Company, Limited, dated 1st March, 1903, total outstanding 1st December, 1920, $9,349,000.

(*c*) Toronto Power Company, Limited, 1st Mortgage 4½% Debenture stock secured by trust deed to the British Empire Trust Company, Limited, dated 27th July, 1911, total outstanding 1st December, 1920, £2,786,079, and any debenture stock of the said company secured by trust deed to the said the British Empire Trust Company, Limited, issued in exchange therefor.

(*d*) Toronto Power Company, Limited, 1st Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 1st July, 1914, total outstanding, 1st December, 1920, $4,103,200.

(*e*) (1) Toronto Electric Light Company, Limited, 1st Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 11th March, 1919, total outstanding, 1st December, 1920, $1,000,000.

(2) Toronto Electric Light Company, Limited, 2nd Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 11th March, 1919, total outstanding, 1st December, 1920, $3,000,000.

(3) Toronto Electric Light Company, Limited, 6% 3-Year Promissory Notes, secured by collateral trust deed to National Trust Company, Limited, dated 1st July, 1919, total outstanding, 1st December, 1920, $850,000.

Commencement of action for enforcement of claim.

4. If with respect to any right or claim of which notice in writing shall have been given to the Commission in the manner and within the time provided in the advertisements to be published pursuant to section 1 of this Act, or to the Railway Company by the Commission in accordance with the proviso to Section 2 of this Act, cause of action shall have arisen, or right to arbitrate shall have accrued before the 1st day of April, 1923, the person having or asserting such right or claim shall institute an action or arbitration proceedings as the case may require to enforce such right or claim and give notice thereof in writing to the Company against which or against whose property such right or claim exists or is asserted, on or before the 1st day of October, 1923, failing which such right or claim as against the aforesaid Company or Companies and against its or their properties shall be forever barred; provided, however, that this section shall not apply to any such right or claim referred to in the proviso to Section 2 of this Act, unless the Railway Company shall, before the 1st day of July, 1923, have notified the person asserting such claim of the provisions of this section, by written notice mailed to such address as has been furnished by the Commission to the Railway Company with any notice given under the said proviso, or if no such address has been given, then by advertisement on two consecutive days in *The Globe* and *The Mail and Empire*, published in the City of Toronto.

5. Nothing herein contained shall:—

Act not to revive claims already barred.

(*a*) revive any right or claim against any of the said companies or their properties which or the remedy for the enforcement of which has been already barred by any statute in force in this Province, or

(*b*) extend the period of limitation fixed by any statute in force in this Province for the enforcement of any such right or claim.

Date when Act takes effect.

6. This Act shall come into force on the day upon which it receives the Royal Assent.

SCHEDULE "A"

The Toronto Power Company, Limited.
The Electrical Development Company of Ontario, Limited.
The Toronto and Niagara Power Company.
The Toronto Electric Light Company, Limited.
The Toronto & York Radial Railway Company.
The Schomberg and Aurora Railway Company.

1. Notice is hereby given pursuant to the Statute 12-13 George V, Chapter 33, (Ontario) that all persons, firms and corporations having or asserting any right or claim against any of the above-named companies or against any of their properties, arising prior to the 1st of December,

1920, and whether cause of action had or had not accrued in respect of such right or claim by the said date, other than the rights or claims referred to in the next paragraph are hereby required to give notice in writing of such right or claim with precise and definite particulars thereof to the Hydro-Electric Power Commission of Ontario at its head office, University Avenue, in the City of Toronto, not later than the 1st April, 1923, failing which such right or claim shall as against the aforesaid companies and against their properties be forever barred, unless the Commission shall itself have given notice of such claim to the Toronto Railway Company, pursuant to the proviso to section 2 of the said Statute.

2. Holders of any of the bonds, debenture stock or notes specified below need not give any notice as aforesaid in respect thereof, nor need any trustee under any deed or deeds of trust securing any of the said bonds, debenture stock or notes give notice of any right or claim arising thereunder as they are expressly excluded from the operation of the said statute.

(*a*) Toronto and Niagara Power Company, 1st Mortgage 5% bonds secured by trust deed to National Trust Company, Limited, dated 1st of March, 1903, total outstanding 1st of December, 1920, $1,500,000.

(*b*) Electrical Development Company, 1st Mortgage 5% bonds secured by trust deed to National Trust Company, Limited, dated 1st of March, 1903, total outstanding 1st December, 1920, $9,349,000.

(*c*) Toronto Power Company, Limited, 1st Mortgage 4½% debenture stock secured by trust deed to The British Empire Trust Company, Limited, dated 27th of July, 1911, total outstanding 1st of December, 1920, £2,786,079, and any debenture stock of the said company secured by trust deed to the said The British Empire Trust Company, Limited, issued in exchange therefor.

(*d*) Toronto Power Company, Limited, 1st Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 1st July, 1914, total outstanding 1st December, 1920, $4,103,200.

(*e*) (1) Toronto Electric Light Company, Limited, 1st Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 11th March, 1919, total outstanding 1st December, 1920, $1,000,000.

(2) Toronto Electric Light Company, Limited, 2nd Mortgage bonds secured by trust deed to National Trust Company, Limited, dated 11th March, 1919, total outstanding 1st December, 1920, $3,000,000.

(3) Toronto Electric Light Company, Limited, 6% 3-Year Promissory Notes, secured by collateral trust deed to National Trust Company, Limited, dated 1st July, 1919, total outstanding 1st December, 1920, $850,000.

3. And notice is further given that if any such right or claim of which notice shall have been given to the Commission or by the Commission to the Toronto Railway Company as provided in paragraph (1) hereof and in respect of which cause of action shall have arisen or right to arbitrate shall have accrued before the 1st day of April, 1923, is not meantime paid or otherwise satisfied, the person having or asserting such right or claim to preserve his right or claim must institute an action or arbitration proceedings as the case may require to enforce such right or claim and give notice thereof to the Company or Companies against which or against whose property such right or claim exists or is asserted on or before the 1st day of October, 1923, failing which such right or claim will as against the aforesaid Company or Companies, and against its or their properties be forever barred as is provided in the said Statute.

Dated at the City of Toronto, in the Province of Ontario
this day of 1922.

The Hydro-Electric Power Commission of Ontario.
The Toronto Railway Company

Chapter 34, 1922.

An Act respecting the Purchase by the County of York of the Assets of Certain Companies

Assented to 13th June, 1922.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

1. This Act may be cited as *The County of York Radial Railway Act, 1922.* Short title

County authorized to purchase distribution plants and certain railways.

2. The Municipal Corporation of the County of York is authorized to purchase all tracks, poles, lines, works, distribution systems, shares, securities, property and other assets of the Toronto Power Company, Limited (formerly called the Toronto and Mimico Railway Company), The Toronto and York Radial Railway Company, The Schomberg and Aurora Railway Company, The Toronto and Scarboro Electric Railway, Light and Power Company and the Metropolitan Railway Company.

Approval of Agreement.

3. The agreement or agreements for the purchase of the properties mentioned shall be subject to approval by by-law of the Council of the Municipal Corporation of the County of York and when so approved shall be signed by the warden of the said county and by the treasurer thereof and the said treasurer shall affix the seal of the said corporation thereto.

Debentures for four million dollars authorized.

4. The Municipal Corporation of the County of York is authorized to issue debentures of the said county to a total amount not exceeding four million dollars dated and payable in forty years from the said date with interest thereon payable half yearly at the rate of five and one-half per cent. per annum, and to deliver the same in payment of the price of the properties purchased.

Application of revenue to sinking fund for retirement of debentures.

5. For the purpose of providing for the payment of such debentures and the interest thereon, the corporation shall in each year after the expiration of ten years from the said date out of the revenue of the railway after payment of working or operating expenses including the supply of electrical power or energy and the cost of administration and annual charges for interest set aside annually such sums as may be necessary to provide a sinking fund on a basis of not more than thirty years, which shall be held for and applied for the payment of such debentures or any renewals thereof at maturity and the corporation shall have power from time to time to issue debentures under the provisions of this Act for the purpose of providing for such additional monies as may be necessary with the accumulating sinking fund on hand to repay the debentures previously issued when the same respectively mature; provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the debentures issued on account of the said Railway within forty years from the said date.

Assent of electors not required.

6. It shall not be necessary to submit any by-law for the issue of debentures under this Act to the electors of the said county qualified to vote on money by-laws or to observe any of the formalities in relation thereto prescribed by *The Municipal Act* and the said debentures shall not be included as part of the debt of the Municipal Corporation of the County of York in estimating the limits of its borrowing powers.

Operation of property by Municipality.

7. The property acquired by the Municipal Corporation of the County of York under section 1 shall be controlled and operated by the said municipal corporation.

Date of commencement of Act.

8. This Act shall not come into force or take effect until so declared by Proclamation of the Lieutenant-Governor in Council.

Chapter 35, 1922.

An Act to authorize the purchase and operation of the Toronto Suburban Railway Company by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto

Assented to 13th June, 1922.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Toronto Suburban Railway Company Act, 1922.*

Interpretation

2. In this Act:—

"Commission."

(*a*) "Commission" shall mean the Hydro-Electric Power Commission of Ontario.

"Corporation."

(*b*) "Corporation" shall mean the Municipal Corporation of the City of Toronto.

"Railway."

(*c*) "Railway" shall mean the Toronto Suburban Railway Company.

Power of Commission to purchase Railway.

3. On behalf of the Corporation and any other Municipal Corporations which may become parties to any agreement entered into for that purpose the Commission may purchase and acquire and the Railway may sell the property and rights of the Railway and / or the Commission may purchase and acquire the shares and securities of the Railway from the owner or holder thereof and all the powers, rights and privileges of the Railway shall continue and shall be enjoyed and exercisable by the Commission acting on behalf of the Corporation and / or the said other Municipal Corporations.

Vesting of the railway in Commission.

4. Upon the completion of the said purchase the Railway shall be vested in the Commission on behalf of the Corporation, free from encumbrances, charges and liabilities, subject only to the agreement to be entered into under the authority of Section 5 and to a Mortgage Deed of Trust from the Railway to the British Empire Trust Company, Limited, dated 15th July, 1911, securing debenture stock of the Railway and nothing in this Act contained shall in any way affect or alter the rights of the Trustees under the said Mortgage Deed of Trust.

Powers of Commission and Corporation to make agreement.

5. The Commission and the Corporation are authorized to enter into an agreement as of 1st January, 1922, in the form set out in Schedule "A" to this Act or with such variations thereof as may be approved by the Lieutenant-Governor in Council, and to execute the same, and the said agreement shall be approved of by by-law of the Municipal Council of the Corporation, and when so approved, shall be signed by the Mayor of the Corporation and by the Clerk thereof, and the Clerk shall affix the Seal of the Corporation thereto, and when so executed the said agreement shall be legal, valid and binding upon the Corporation and the rate-payers thereof, and upon the Commission, anything in any general or special Act of this Legislature or in any by-law passed under any such Act to the contrary notwithstanding.

Railway to be controlled, equipped, etc., by Commission.

6. The Railway so acquired shall be equipped, maintained and operated by the Commission on behalf of the Corporation of the City of Toronto and such other Municipal Corporations as may become parties to such agreement, and the Commission shall have and may exercise the like powers and shall be under the same duties and obligations with respect to the said properties as in the case of a railway acquired, constructed, equipped and operated by the Commission under *The Hydro-Electric Railway Act, 1914*, provided that the Commission, subject as aforesaid, may dispose of any property not required for the purpose of the said Railway, and may use or dispose of the whole or part of the proceeds thereof in expenditures on capital account or may invest the whole or part thereof in securities of the Province of Ontario.

Agreements with municipal corporations.

7.—(1) The Commission and the Corporation may agree with any municipal corporation through which the said railway passes or in which a part of the said railway is situate, for the admission of such municipal corporation as a party to the agreement for the acquisition and operation of the said railway or for the extension thereof in or through the territory of such municipal corporation upon such terms and conditions and subject to such contributions as if it were a party to the agreement mentioned in Section 5 at the date hereof, but no such agreement shall be entered into until the same shall have been approved by the Lieutenant-Governor in Council and submitted to the municipal electors of the municipal corporation or corporations to be added as parties to the said agreement as provided by *The Hydro-Electric Railway Act, 1914*, with respect to an agreement for the construction or acquisition and operation of a railway by the Commission.

Agreements to provide for issue of debentures.

(2) Every such agreement shall provide for the issue of debentures by any such municipal corporation either in substitution for, or in addition to the debentures deposited with the Commission by the Corporation under Section 10 hereof, and upon the execution thereof the agreement mentioned in Section 5 shall be modified accordingly and shall remain in full force and effect subject only to such modifications.

Assent of electors not required.

(3) It shall not be necessary to submit any by-law for the issue of such debentures for the assent of the electors or observe any of the formalities provided by *The Municipal Act*.

Limit of purchase price.

8.—(1) The acquisition by the Commission of the Railway shall be subject to the amount due under the said Mortgage Deed of Trust securing the said debenture stock of the railway, as of 1st January, 1922, and the Commission may issue bonds dated 1st January, 1922, bearing interest at a rate not exceeding 6 per cent. per annum, payable half-yearly and maturing fifty years from said date, for a sum representing the difference between the said amount and the sum of $2,778,000.

Purchase by City of Toronto of portion within city limits.

(2) The Commission may transfer to the Corporation and the Corporation may purchase those portions of the railway within the limits of the Corporation and for such purpose the Corporation may issue and deliver to the Commission its debentures to the amount of $202,800, dated 1st January, 1922, bearing interest at a rate not to exceed six per cent. per annum, payable half-yearly and maturing fifty years from the said date, as provided in the said agreement, and the Com-

mission, subject as aforesaid, may apply the said debentures or the proceeds thereof for betterments on and additional equipment for said Railway.

Increase of bond issue.

(3) The Commission, with the consent of the Corporation, may from time to time increase the said bond issue as deemed necessary to cover the capital cost of extensions or improvements or additional works or equipment of any kind required for the railway.

Application of revenue to sinking fund for retirement of bonds.

(4) For the purpose of providing for the payment of such bonds and the interest thereon the Commission shall, in each year after the expiration of ten years from the said date, out of the revenue of the railway, after payment of working or operating expenses, including the supply of electrical power or energy and the cost of administration and annual charges for interest, set aside annually such sums as may be necessary to provide a sinking fund, on the basis of not more than forty years for the payment of all the bonds which shall be held for and applied toward the payment of such bonds or any renewals thereof, at maturity and the Commission shall have power from time to time to issue bonds, under the provisions of this Act, for the purpose of providing for such additional moneys as may be necessary with the accumulated sinking fund on hand, to repay the bonds previously issued, when the same respectively mature. Provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of all the bonds issued on account of the said railway within fifty years from the first day of January, 1922.

Application of 1914, c. 31, as to acquisition, construction, etc., of the railway.

9. Subject to the provisions of this Act and to the terms of the said agreement, the provisions of *The Hydro-Electric Railway Act, 1914*, and amendments thereto, except section 8 of the said Act, shall *mutatis mutandis* apply to the acquisition, construction, equipment and operation of the said railway, as in the case of a railway constructed or acquired by the Hydro-Electric Power Commission of Ontario under the provisions of *The Hydro-Electric Railway Act, 1914*.

Debentures, how payable.

10.—(1) The Corporation is authorized to issue debentures to the amount required by paragraph 2 (*b*) of the said agreement, payable in fifty years from the 1st day of January, 1922, and bearing interest at a rate not exceeding six per cent. per annum, payable half-yearly.

Deposit of debentures with the Commission.

(2) Upon the execution of the said agreement the Corporation shall issue and deposit the said debentures with the Commission, and is further authorized to and shall, from time to time thereafter, upon the requisition in writing of the Commission, issue and deposit with the Commission further similar debentures for the same amount as any increase of the bond issue of the Commission to cover the capital cost of extensions, improvements or additional works or equipment of the said railway, as provided in subsection 4 of section 8.

Where revenue insufficient.

(3) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expenses, including electrical power or energy and the cost of administration and the annual charges for the interest and sinking fund on the bonds and of the renewal of any works belonging in whole or in part to the railway, such deficit shall be paid on demand of the Commission by the Corporation. Any arrears of the Corporation shall

bear interest at a rate not exceeding six per cent. per annum. If the Corporation shall make default in payment of any such deficit the Commission shall thereupon, subject to subsection (5) hereof, sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and on such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

Deposit of debentures to make up deficiency.

(4) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under this Act or the said agreement, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

Debentures to be collateral security for bonds.

(5) All debentures issued and deposited with the Commission under this section shall be held by the Commission as collateral security for the bonds issued by the Commission under section 8, and for any payments required to be made by the Corporation under this Act or the said agreement, or the Commission may lodge the said debentures, or any of them, with and/or hypothecate the same to a Trust Company as Trustee for the holders of bonds of the Commission and for such purpose the Commission may enter into, execute and deliver any agreement, charge, trust indenture or other document containing such powers, terms and conditions as the Commission in its sole discretion shall deem to be in the best interests of the railway, anything contained herein or in any Statute or agreement to the contrary notwithstanding.

Assent of electors to by-law not necessary.

Debentures not to be included in debt of Corporation.

(6) It shall not be necessary to obtain the assent of the electors to any by-law for the issue of any debentures authorized to be issued by the Corporation under this Act, and such debentures shall not be included as part of the debt of the Corporation in estimating the limits of its borrowing powers.

Agreement for extensions.

11. The Commission with the consent of the Corporation expressed by by-law which may be passed without the assent of the electors may enter into an agreement with the Corporation of any adjacent municipality for the extension of the railway into such adjacent municipality and the council of such adjacent municipality shall submit to the vote of the electors qualified to vote on money by-laws a by-law approving of the agreement and directing its execution and for borrowing the money by the issue of debentures to pay its share of the cost of such extension.

Commencement of Act.

12. This Act shall come into force on the day upon which it receives the Royal Assent.

SCHEDULE "A"

This Indenture made the day of in the year of our Lord, one thousand nine hundred and ,

BETWEEN:

The Hydro-Electric Power Commission of Ontario, hereinafter called the "Commission," of the first part,

and

The Corporation of the City of Toronto, hereinafter called the "Corporation," of the second part.

Whereas, the Commission has acquired for and on behalf of the Corporation the shares, securities and / or property and rights of the Toronto Suburban Railway Company and hereinafter called the "Railway" to be controlled, equipped, improved and operated under the terms of The Hydro-Electric Railway Act, 1914.

And whereas the Corporation has requested the Commission to equip, improve and operate and the Commission has agreed with the Corporation on behalf of the Corporation to equip, improve and operate the railway upon the terms and conditions and in the manner herein set forth; but upon the express condition that the Commission shall not in any way be liable for any financial or other obligation or loss whatsoever by virtue of this agreement or arising out of the performance of the terms thereof;

And whereas the Corporation has issued debentures for the amount set forth in clause 2 (*b*) hereof, and has deposited the said debentures with the Commission:

Now, therefore, this indenture witnesseth:

1. In consideration of the premises and of the agreement of the Corporation herein contained, and subject to the provisions of the said Act and amendments thereto, the Commission agrees with the Corporation,

(*a*) To acquire, equip, improve and operate the railway on behalf of the corporation, subject to paragraph (*n*) of Clause 1 and to clauses 11 and 12 hereof, and it is hereby declared that it shall be lawful and the Commission is hereby authorized, as part of and incidental to the operation of the said railway;

(*b*) To acquire the railway subject to the amount due under a Mortgage Deed of Trust from the railway to the British Empire Trust Company, Limited, dated the 15th July, 1911, securing debenture stock of the railway, and to issue bonds as provided in paragraph three hereof.

(*c*) To furnish as far as possible first-class modern and standard equipment for use on the railway, to operate this equipment so as to give the best service and accommodation possible, having regard to the district served, the type of construction and equipment adopted and all other equitable conditions, and to exercise all due skill and diligence so as to secure the most effective operation and service of the railway consistent with good management;

(*d*) To regulate and fix the fares and rates of toll to be collected by the railway for all classes of service;

(*e*) To utilize the routes and property of the railway for all purposes from which it is possible to obtain a profit;

(*f*) To combine the property and works of the railway and the power lines of the Commission where combination is feasible and may prove economical to both the railway and users of the power lines;

(*g*) To permit and obtain interchange of traffic with other railways wherever possible and profitable, subject to the terms of an agreement with The Canadian National Railways, provided, always, and it is hereby agreed, that the Commission will not operate any of the trams, cars or other rolling stock of the said railway on any highway within the limits of the City of Toronto, without first obtaining the consent of the Corporation;

(*h*) To supply electrical power or energy for operation of the railway at rates consistent with those charged to municipal corporations;

(*i*) To apportion annually the capital costs and the operating expenses of all works, apparatus and plant used by the railway in common with the Commission's transmission lines, in a fair manner, having regard to the services furnished by the expenditure under consideration;

(*j*) To apply the revenue derived from operation of the railway and any other revenue derived from the undertaking to the payment of operating or working expenses, including the supply of electrical power or energy, and the cost of administration and annual charges for interest and sinking fund on the money invested, and such other deductions as are herein provided for;

(*k*) To set aside from any revenue thereafter remaining an annual sum for the renewal of any works belonging in whole or in part to the undertaking;

(*l*) To take active steps for the purpose of taking over, equipping and operating the railway at the earliest possible date after the execution of this agreement by the Corporation and the deposit of the debentures as called for under clause 2 (*b*) hereof;

(*m*) To pay over annually to the Corporation, if deemed advisable by the Commission in the interests of the undertaking, any surplus that may remain after providing for the items above mentioned;

(*n*) To transfer to the Corporation those portions of the said railway within the limits of the Corporation upon the Corporation issuing and delivering to the Commission debentures to the amount of $202,800 as provided by paragraph (*f*) of clause 2 hereof;

2. In consideration of the premises and of the agreements herein set forth the Corporation agrees with the Commission;

(*a*) To bear as hereinafter provided the cost of acquiring, equipping, operating, maintaining, repairing, renewing, improving and insuring the railway and its property and works as established by the Commission;

(*b*) To issue debentures to an amount of $2,778,000 maturing in 50 years from January 1st, 1922, and bearing interest at a rate not exceeding 6 per centum per annum payable half-yearly at the office of the City Treasurer in the City of Toronto, Ontario, which shall be deposited with the Commission previous to the acquisition of the railway.

(*c*) To make no agreement or arrangement with, and to grant no bonus, license or other inducement to any other railway or transportation company without the written consent of the Commission.

(*d*) To keep, observe and perform the covenants, provisos and conditions set forth in this agreement intended to be kept and observed and performed by the Corporation, and to execute such further or other documents, and to pass such by-laws as may be requested by the Commission for the purpose of fully effectuating the objects and intent of this agreement;

(*e*) To furnish a free right of way for the railway and for the power lines of the Commission over any property of the Corporation upon being requested by the Commission, and to execute such conveyance thereof or agreement with regard thereto as may be desired by the Commission;

(*f*) To issue debentures to the amount of $202,800, maturing in 50 years from January 1st, 1922, and bearing interest at a rate not exceeding 6 per centum per annum payable half-yearly at the office of the City Treasurer in the City of Toronto, Ontario, which shall be delivered to the Commission in payment for the transfer of those portions of the said railway within the limits of the Corporation as provided in paragraph (*n*) of clause 1 hereof;

3. It shall be lawful and the Commission is hereby authorized to acquire the railway subject to the amount due (hereinafter called the obligation) under a mortgage deed of trust from the railway to The British Empire Trust Co., Ltd., dated 15th July, 1911, securing debenture stock of the railway, and to create an issue of bonds to be charged upon and secured by the railway and its undertaking, and all the assets, rights, privileges, revenue, works, properties and effects belonging thereto, subject to the said mortgage deed of trust, for an amount representing the difference between the said obligation and the sum of $2,778,000.00, and the Commission may upon obtaining the consent as herein defined of the Corporation, increase the said bond issue by any amount necessary to cover the capital cost of extensions, improvements and additional works or equipment of any kind for use of the railway; provided that the Commission may transfer to the Corporation those portions of the Railway within the limits of the Corporation and provided that with the approval of the Lieutenant-Governor in Council the Commission may dispose of any property not required for the purpose of the Railway and use or dispose of the whole or part of the proceeds thereof in expenditure on capital account or invest the whole or part thereof in securities of the Province of Ontario for the retirement of the said bonds at maturity.

4. In order to meet and pay the said obligation and such bonds and interest as the same become due and payable the Commission shall in each year after the expiration of ten years from the 1st of January, 1922, out of the revenue of the railway after payment of operating or working expenses, including the supply of electrical power or energy and the cost of administration and annual charge for interest, set aside annually such sums as may be necessary to provide a sinking fund, on the basis of not more than forty years for the payment of all the said obligation and bonds which shall be held for and applied towards the payment of the said obligation and such bonds or any renewal thereof at maturity, and the Commission shall have power from time to time to issue bonds for the purpose of providing for such additional money as may be necessary with the accumulated sinking fund on hand to repay the bonds so issued when the same respectively mature, provided that the sum so set aside for sinking fund shall be sufficient to provide for payment of the said obligation and bonds issued on account of the said railway within fifty years from the said 1st day of January, A.D. 1922.

5.—(*a*) Upon the execution of the said agreement the Corporation shall issue and deposit with the Commission the debentures included in paragraph 2 (*b*) hereof; and is further authorized to and shall from time to time thereafter upon the requisition in writing of the Commission issue and deposit with the Commission further similar debentures for the same amount of any increase as provided in section 3 of the bond issue of the Commission to cover the capital cost of extensions or improvements of the railway.

(*b*) In the event of the revenue derived from the operation of the railway being insufficient in any year to meet the operating or working expenses, including electric power or energy and the cost of administration and the annual charges for interest and sinking funds on the said obligation and bonds and for the renewal of any works belonging in whole or in part to the railway, such deficit shall be paid upon demand of the Commission by the Corporation. Any arrears of the Corporation shall bear interest at the rate of six per cent. per annum. If the Corporation shall make defaults in payment of such deficit the Commission shall thereupon subject as provided in paragraph (*d*) of this clause sell or otherwise dispose of so much of the debentures of the Corporation as shall be necessary to supply such deficiency at such rates of discount or premium and such terms and conditions as the Commission in its sole discretion shall deem to be in the interests of the railway, the proceeds of such debentures being used solely for the purposes herein contained.

(*c*) If the remaining debentures are insufficient in the opinion of the Commission to meet all payments required to be made by the Corporation under the said Act or the said Agreement, the Corporation is hereby authorized to and shall issue and deposit forthwith with the Commission similar debentures to an amount sufficient in the opinion of the Commission to make up the deficiency.

(d) All debentures from time to time issued and deposited with the Commission under this clause shall be held by the Commission as collateral security for the said obligation and bonds issued by the Commission under clause 3 and for any payment required to be made by the Corporation under this agreement or the said Act, or the Commission may lodge the said debentures or any of them with and / or hypothecate the same to a Trust Company as trustee for the holders of bonds of the Commission, and for such purpose the Commission may enter into, execute and deliver any agreement, charge, trust indenture, or other document containing such powers, terms and conditions as the Commission in its sole discretion shall deem to be in the best interests of the railway anything contained herein or in any statute or agreement to the contrary notwithstanding.

6. In case the Commission shall at any time or times be prevented from operating the railway, or any part thereof, by strike, lockout, riot, fire, invasion, explosion, act of God, or the King's enemies, or any other cause reasonably beyond its control then the Commission shall not be bound to operate the railway or such part thereof, during such time, but the Corporation shall not be relieved from any liability or payment under this agreement, and as soon as the cause of interruption is removed, the Commission shall, without any delay, continue full operation of the railway, and the Corporation shall be prompt and diligent in doing everything in its power to remove and overcome any such cause or causes of interruption.

7. It shall be lawful for and the Corporation hereby authorizes the Commission to unite the business of the Railway with that of any other railway system operated in whole or in part by the Commission, and to exchange equipment and operators from one system to the other, proper provisions being made so that each system shall pay its proportionate share of the cost of any equipment used in common.

8. If at any time the corporation of any adjacent municipality applies to the Commission for an extension of the railway into its municipality, the Commission shall notify the applicant and the Corporation in writing of a time and place to hear all representations that may be made as to the terms and conditions relating to such proposed extension. If, on the recommendation of the Commission, such extension shall be authorized, without discrimination to the applicant, as to the cost incurred or to be incurred for or by reason of any extension, the Commission may extend the railway upon such terms and conditions as may appear equitable to the Commission.

No such application for an extension of the railway into any municipality shall be granted if it is estimated by the Commission that the cost of service of the railway to the Corporation will thereby be increased or the revenue and accommodation be injuriously affected without the consent of the Corporation.

9. The consent of the Corporation required under this agreement shall mean the consent of the Council of such Corporation, such consent being in the form of a municipal by-law duly passed by the Council of the Corporation.

10. The railway and all the works, property and effects held and used in connection therewith, constructed, acquired, operated and maintained by the Commission under this Agreement and the said Act, shall be vested in the Commission on behalf of the Corporation, subject to the terms of this Agreement, but the Commission shall be entitled to a lien upon the same, for all money expended by the Commission under this Agreement and not repaid, subject to Mortgage Deed of Trust from the Railway to the British Empire Trust Limited, dated 15th July, 1911, securing debenture stock of the Railway.

11. If at any time one or more of the municipalities through which the railway now passes or serves or in which a part of the railway is situate applies to the Commission for admission as a party to this Agreement for the acquisition and operation of the railway for the extension thereof in or through the territory of such municipality upon such terms and conditions and subject to such contributions as if it had been a party to this Agreement at the date thereof for the acquisition and operation of the said railway, the Commission shall take such steps and permit such votes to be taken as are necessary under the provisions of the said Act to authorize such municipality or municipalities to enter into an agreement under the Act to acquire such an interest.

The Corporation shall thereafter upon the request of the Commission enter into a new agreement with the Commission and the applying municipality or municipalities in the form, so far as applicable, of this agreement and containing paragraphs 5, 10, 12 and 13 of the standard form of agreement set out in *The Hydro-Electric Railway Act, 1914*, and such other provisions as may be approved by the Lieutenant-Governor in Council, and this agreement shall be deemed to be modified accordingly, and shall remain in full force and effect, subject to such modifications.

12. This agreement shall continue and extend for a period of fifty years from the date thereof, and at the expiration thereof be subject to renewal, with the consent of the Corporation from time to time for like periods of fifty years. At the expiration of this Agreement the Commission shall determine and adjust the rights of the Corporation, having regard to the amount paid or assumed by the Corporation under the terms of this Agreement, and such other considerations as may appear equitable to the Commission, and are approved by the Lieutenant-Governor in Council.

In witness whereof the Commission and the Corporation have respectively affixed their corporate Seals under the hands of their proper officers.

Chapter 69, 1922.

An Act respecting the Construction and Operation of Municipal Electric Railways

Assented to 13th June, 1922.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Short title.

1. This Act may be cited as *The Municipal Electric Railway Act, 1922.* 4 Geo. V, c. 31, s. 1. *Amended.*

Interpretation.

2. In this Act,

"Association."

(*a*) "Association" shall mean "Municipal Electric Railway Association." *New.*

"Commission."

(*b*) "Commission" shall mean "Hydro-Electric Power Commission of Ontario."

"Corporation."

(*c*) "Corporation" "corporations" shall mean a municipal corporation or municipal corporations other than the municipal corporation of a county. 4 Geo. V, c. 31, s. 2.

"Trust Corporation."

(*d*) "Trust Corporation" shall include "Trust Company." *New.*

Investigation and report by Commission.

Rev. Stat. c. 39.

3. On the request expressed by resolution of the corporations of two or more municipalities situate in any locality in which electrical power or energy may be supplied by the Commission under *The Power Commission Act*, the Commission as the agent of such corporations and at the expense of such corporations, may enquire into, examine, investigate and report upon:

(*a*) The cost of constructing, equipping and operating an electric railway in such locality including a sum for working capital and a sum to cover any probable loss by discount on the sale of the bonds of the Association;

(*b*) The municipalities which will be served by such railway;

(*c*) The population of each of such last mentioned municipalities as shown by the last enumeration thereof by the assessors;

(*d*) An estimate, including the rates and fares proposed to be charged, of the probable revenue from the railway;

(*e*) The practicability of the undertaking and its economic value to the locality to be served by it. 4 Geo. V, c. 31, s. 3. *Amended.*

Agreement among corporations for construction and operation.

4.—(1) Such corporations may enter into an agreement (Form 1) with each other, for the construction, equipment and operation of an electric railway, to be operated by electrical power or energy supplied by the Commission.

What agreement shall set out.

(2) The agreement shall provide for:

(*a*) The location of the line of railway;

(*b*) The character of the construction and of the equipment to be furnished;

(*c*) The proportions in which the cost of construction and equipment, and the working capital of the railway shall be borne by each corporation;

(*d*) The issuing of debentures by the corporations and their deposit with a Trust Corporation as collateral security for any bonds which may be issued by the Association to meet the cost of construction and equipment of the railway and to provide working capital therefor;

(*e*) The terms and conditions on which electrical power or energy shall be supplied by the Commission for the operation of the railway;

(*f*) The construction and equipment of the railway either by the Association or by the Commission;

(*g*) The entrustment of the management and operation of the railway to the Association to be appointed or elected as hereinafter provided;

What agreement may set out.

(3) The agreement may provide for:

(*a*) The construction of the railway upon any right of way acquired by the Commission for the transmission of electrical power or energy under *The Power Commission Act*, and the amount chargeable to the railway by way of rental or otherwise for the use of such right of way; 4 Geo. V, c. 31, s. 4. *Amended.*

(*b*) The acquiring by purchase or lease of any steam, electric or street railway situate within one or more of such municipalities or any part or parts of any steam, electric or street railway which are situate within one or more of such municipalities and are capable of forming part of the proposed railway system for the service of such municipalities, or the obtaining of running rights over the same;

(*c*) The extension of the railway into any adjacent municipality under an agreement to be made between the Association and the corporation of such municipality with the approval of the corporations parties to the agreement. *New.*

Agreement with Commission as to certain matters.

5. Before the submission of the by-law to the electors as provided in section 7 the corporations shall without the assent of the electors enter into an agreement with the Commission, conditioned on the assent of the electors of each of the municipalities being obtained to the agreement mentioned in section 4.

(*a*) For the supply by the Commission of the electrical power or energy required for the operation of the railway; and,

(*b*) For the construction and equipment of the railway and any extension thereof by the Commission, if construction and equipment is to be by the Commission; and

(*c*) For the construction of the railway upon any right of way as set out in subsection 3 of section 4. *New.*

Provisions as to construction to apply to purchase.

6.—(1) Except where otherwise expressly provided, the provisions of this Act relating to the construction of a railway and to the equipment, maintenance and operation of it shall apply to the purchase of

a railway or any part or parts thereof and the provisions of this Act relating to maintenance and operation shall apply to a railway or any part or parts thereof leased. *New.*

Operation by electrical power.

(2) Where a steam railway or part thereof is purchased or leased it shall be operated by electrical power or energy supplied by the Commission under *The Power Commission Act. New.*

Submission of by-law approving of agreement.

7.—(1) The council of each of the corporations interested shall submit to the vote of the electors qualified to vote on money by-laws, a by-law approving of the agreement and directing its execution, and if a majority of the electors voting thereon vote in favour of the by-law, the council shall pass the same and the agreement shall be executed as directed by the by-law.

Publication of by-law and agreement.

(2) The by-law shall not be voted upon by the electors until the by-law and agreement have been published in the manner provided by *The Municipal Act* in the case of money by-laws, at least once a week for four successive weeks. 6 Geo. V, c. 37, s. 2, part; 10-11 Geo. V, c. 57, s. 2. *Amended.*

Recitals in by-law.

8. The by-law submitted to the electors shall recite:

(*a*) The estimated cost of the construction and equipment of the railway, including a sum for working capital;

(*b*) The portion of such cost to be borne by the corporation;

(*c*) The total annual amount estimated to be required for the maintenance and operation of the railway and for sinking fund charges and interest;

(*d*) The portion of such amount to be borne by the corporation; 4 Geo. V, c. 31, s. 5.

(*e*) The estimated probable revenue from the railway.

Case of any corporation failing to pass by-law and execute agreement.

9.—(1) Where any corporation or corporations named as party or parties to the agreement have failed to pass the necessary by-law and to execute the agreement, and the amount for which such corporation or corporations would be liable under the agreement does not exceed fifteen per cent. of the estimated cost of the construction and equipment of the railway and of the amount to be provided for working capital and the remaining corporations, parties to the agreement, have by resolution of their respective councils, expressed the desire to proceed with the undertaking notwithstanding the failure of such first-mentioned corporation or corporations to execute the agreement, the Association or the Commission, as the case may be, may proceed with the construction and equipment of the railway, and in such case the corporations which have executed the agreement shall without the assent of the electors deposit with the Trust Corporation additional debentures to the amount required to replace the debentures which would have been deposited by the first-mentioned corporation or corporations in the proportions in which they are liable under the agreement to contribute to the cost of the construction and equipment of the railway and to working capital therefor.

(2) Until a corporation has executed the agreement and deposited debentures with the Trust Corporation as required by this Act, the Association or the Commission, as the case may be, shall not be bound

to construct, equip, maintain or operate within the limits of the municipality any works provided for by the agreement, except such as may be necessary for the construction and equipment of the railway in passing through the municipality the corporation of which has failed to pass the necessary by-law and to execute the agreement to and from municipalities the corporations of which have executed the agreement and deposited debentures to the amounts stated therein. 9 Geo. V, c. 45, s. 9. (3) *Amended.*

Meeting to elect association.

10.—(1) As soon as practicable after the by-laws and agreements have been approved of by the electors and the agreements executed the head of the council of that corporation which by the agreement is liable to contribute the largest sum to the cost of the construction and equipment and working capital of the railway shall by notice to each corporation fix a time and place for a meeting of the representatives of the corporations to elect the members of a Municipal Electric Railway Association for the construction, equipment and operation or the operation only of the railway, as the case may be, and a meeting for the election of a successor or successors shall be called in like manner.

Appointment of representative.

(2) The council of each corporation shall by resolution appoint one of its members as its representative at such meeting, and such corporation shall be bound by the action of such representative at the meeting.

Chairman and secretary.

(3) The representatives shall appoint one of themselves to preside at the meeting and another person, not a representative to act as secretary.

Number of members and term of office.

(4) The Association shall consist of five members elected or appointed as hereinafter provided and each member shall hold office for three years and until his successor is elected or appointed.

Corporation contributing certain percentages entitled to elect one or two members.

(5) Each corporation which is liable under the agreement to contribute not less than 25 per cent. of the cost of the construction and equipment and working capital of the railway shall be entitled to nominate and elect one member of the Association, and a second member where it is liable to contribute not less than 50 per cent. of such cost, and such member or members shall be elected by by-law of the council.

Voting power.

(6) The voting power of each corporation for the election of the members other than those elected under subsection 5 shall be as follows:

One vote where the contribution of the corporation to the estimated cost does not exceed	$250,000
Two votes where it exceeds $250,000 but does not exceed	$500,000
Three votes where it exceeds $500,000 but does not exceed	$1,000,000

and one additional vote for each additional $1,000,000 or fraction thereof which it is liable to contribute to such estimated cost.

Majority in number and votes necessary to elect.

(7) A majority in number and votes of the representatives of the corporations shall be necessary in order to elect the members of the Association or the remaining members thereof in the case provided for by subsection 5.

Nominations in case of failure to elect and appointment by Lieut.-Gov. in Council.

(8) Where the corporations fail to elect the full number of members of the Association under the provisions of the preceding subsections, then the representatives of the corporations shall nominate one or more persons to complete the membership of the Association, such nominations to be made by not less than 25 per cent. of the representatives and 25 per cent. of the votes of the representatives of the corporations, and the names of the persons so nominated shall be set out in a resolution of the meeting, certified by the Chairman and the Secretary of the meeting and submitted to the Lieutenant-Governor in Council and thereupon the Lieutenant-Governor in Council may appoint from such nominees the person or persons to complete the membership of the Association.

Incorporation of Association.

(9) The members so elected or appointed shall be a body corporate under the name of "The (name of railway) Municipal Electric Railway Association."

Vacancies.

(10) When and so often as a vacancy occurs in the office of a member of the Association by death, resignation, or any other cause the corporation in the case provided for by subsection 5, shall appoint, and in other cases the representatives of the corporations shall elect, in the manner provided by this section another person to fill the office for the remainder of the term. A member of the Association may resign his office by filing a notice thereof with the secretary of the Association.

Member of Council not eligible.

(11) No member of the council of any of the corporations shall be eligible for appointment as a member of the Association.

Appointment of Chairman and Vice-Chairman.

(12) The Association at its first meeting shall appoint one of the members as chairman and another as vice-chairman, and a majority of the members shall form a quorum.

Salaries.

(13) The Chairman, the Vice-chairman and each of the other members of the Association may be paid such salary or remuneration as may be fixed by the agreement, or as may be agreed upon from time to time by a resolution of the Councils of a majority of the corporations and in case no salary or remuneration is so fixed or agreed upon, the Chairman shall be paid a salary of $4,000, the Vice-chairman $3,000, and each of the other members $2,000 yearly by the Association.

Annual report of association to council of each corporation.

(14) Immediately after the close of each calendar year, the Association shall prepare and report to the council of each of the corporations interested and publish a complete, audited and certified statement of its affairs, including revenue and expense account, balance sheet and profit and loss statement, and such statement shall be accompanied by a general report of the operations of the Association during the year and a certificate from a competent engineer as to the physical condition of the railway and its equipment and as to the adequacy and sufficiency of the funds set apart for any renewals and replacements.

Appointment of Trust Corporation.

11. The Association shall appoint a Trust Corporation with which the debentures of the corporations shall be deposited as required by this Act and shall notify each of the corporations of the appointment.

12.—(1) Each of the corporations shall issue and deposit with the Trust Corporation named by the Association, debentures to the amount apportioned as its share of the cost of the construction and equipment and of working capital of the railway and such debentures shall be payable at the expiration of 44 years from the date of the agreement and bear interest at the rate of 4½% per annum payable semi-annually. Issue and deposit of debentures with Trust Corporation.

(2) Each of the corporations shall also from time to time thereafter upon the requisition in writing of the Association and in the proportions fixed by the agreement, issue and deposit with the Trust Corporation such further debentures payable at the same time and bearing the same rate of interest as may be necessary to permit the Association to raise the moneys, Issue and deposit of further debentures.

(*a*) to cover any additional costs above estimate of such construction and equipment and for working capital of the railway;

(*b*) for the construction and equipment and working capital of any extension of the railway if the agreement provides for extensions;

(*c*) for the construction of branch lines, sidings, permanent works and betterments and of additional equipment, in all not exceeding ten per cent. of the estimated cost of the construction and equipment and the working capital of the railway as fixed by the agreement;

(*d*) to cover any loss by discount on the sale of the bonds of the Association.

(3) The debentures so issued shall be held by the Trust Corporation as collateral security for all bonds issued by the Association to meet the cost of construction and equipment and for working capital of the railway, but whenever interest upon the bonds issued by the Association as hereinafter authorized shall be paid by the Association the corresponding interest coupons attached to the debentures deposited by the corporations with the Trust Corporation shall be delivered up by the Trust Corporation for cancellation to all such of the corporations as shall not be in default in respect of their obligations to and agreements with the Association. Debentures to be collateral security to bonds of Association

13.—(1) The Association may raise money for the construction and equipment and for working capital of the railway by the issue for and on behalf of the Association of bonds payable at the expiration of 44 years from the date of the agreement and bearing interest at the rate of 4½ per cent. per annum payable semi-annually. Bonds of Association.

(2) The Association may also from time to time issue further bonds payable at the same time and bearing interest at the said rate Issue of further bonds.

(*a*) to cover any additional costs above estimates of such construction and equipment and for working capital of the railway;

(*b*) for the construction and equipment and working capital of any extension of the railway if the agreement provides for extensions;

(*c*) for the construction of branch lines, sidings, permanent works and betterments and for additional equipment in all not exceeding ten per cent. of the estimated cost of the construction and equipment and the working capital of the railway as fixed by the agreement;

(*d*) to cover any loss by discount on the sale of the bonds of the Association.

Bonds not to exceed debentures and to rank pari passu.

(3) All bonds issued by the Association shall rank *pari passu* and shall bear on their face the corporate name of the Association and the amount of the bonds which may be issued by the Association shall not at any time exceed the amount of debentures deposited by the corporations with the Trust Corporation as collateral security for such bonds.

Mortgage deed securing bonds.

(4) The Association shall secure such bonds by a Deed of Trust creating a charge in favour of the Trust Corporation on the railway and all the assets, rights, privileges, revenue, works, property and effects belonging thereto or held in connection therewith, and also upon the debentures of the corporations deposited with the Trust Corporation as collateral to the bonds of the Association.

Bonds first charge on railway with exceptions.

(5) Subject to the payment of the working expenditures of the railway and to any prior charge or encumbrance in the case of a railway which has been purchased, the bonds of the Association shall be a first preferential claim and charge upon the railway and all the assets, rights, privileges, revenue, works, property and effects belonging thereto or held or used in connection therewith.

Enforcement of payment of bonds.

(6) No proceeding shall be taken to enforce payment of such bonds or of the interest thereon except through the Trust Corporation under the provisions of the said Deed of Trust.

Raising of sinking fund delayed for certain period.

(7) The bonds shall be payable at the same time as the debentures of the corporations but it shall not be necessary for the Association to raise or provide any sinking fund for the retirement of the bonds until after the expiration of three years from the date of the commencement of the operation of the railway or until after the expiration of five years from the date of the agreement, whichever shall be the shorter period.

Relief of corporations where bonds purchased out of sinking funds.

(8) When bonds issued by the Association shall be purchased out of sinking fund and cancelled the corporations shall be relieved by the Trust Corporation of liability in respect of the debentures deposited by them with the Trust Corporation to a similar extent, and when convenient so to do debentures of the corporations in such amounts may be delivered up to them by the Trust Corporation for cancellation.

Hypothecation of bonds.

(9) During the course of construction and equipment of the railway the Association may in lieu of selling its bonds raise money from time to time to meet the cost of such construction and equipment by borrowing upon the bonds authorized to be issued by it, and the Association may hypothecate such bonds or any part thereof for such purposes.

15. All debentures of the corporations and all bonds of the Commission shall be issued repayable on the sinking fund plan. Sinking fund plan only.

16. Where a railway or any part thereof is purchased and any bonds, debts or obligations shall stand charged against or upon it the Association may assume such bonds, debts and obligations as part of the purchase price to be paid for such railway or part thereof. If the Association shall assume and agree to pay such bonds or debts the corporations shall deposit with the Trust Corporation in the proportions fixed by the agreement debentures to the amount of the debts assumed, bearing the same rate of interest and maturing at the same time as other debentures of the corporations deposited or to be deposited with the Trust Corporation. Assumption of bonded debt in case of railway purchased.

17. The Association shall so regulate and fix all tolls, tariffs of tolls and fares for the carriage of passengers and freight that the revenue derived therefrom in each year will be sufficient to provide for Requirement as to fixing tolls and fares.

(*a*) the cost of maintenance and operation of the railway including the cost of the supply of electrical power or energy and the cost of administration;

(*b*) the cost of making such renewals and replacements as are properly chargeable to revenue;

(*c*) the payment of the interest on and in due course of the principal of any mortgage, encumbrance or debt forming a lien or charge on the property and works of a railway purchased under the provisions of this Act, and

(*d*) the payment of the interest on and the formation by the Association of a sinking fund sufficient to retire all outstanding bonds of the Association at maturity. *New*.

18.—(1) If in any year such revenue is more than sufficient to satisfy the costs, charges and payments mentioned in section 17, the Association may pay over the surplus to the corporations, parties to the agreement, in the proportions fixed thereby, or may apply such surplus to meet the cost of the construction of branch lines, sidings, permanent works, and betterments, and of additional equipment or may retain such surplus as a reserve fund to meet the cost of future operation or to meet contingencies. Application of surplus revenue.

(2) If in any year such revenue and any accumulated surplus revenue from prior periods is insufficient to satisfy the costs, charges and payments mentioned in section 17, the Association shall within one month following the termination of such year make demand upon the corporations to provide and pay over to the Association such sum as shall be necessary to make up the deficiency and the council of each of the said corporations shall forthwith raise and pay over to the Association its proportion, as fixed by the agreement, of such sum, together with interest thereon at the rate of 6% per annum from the date of demand for payment thereof by the Association. Corporations to meet deficits in operations.

(3) The Association shall from time to time adjust and apportion the amounts payable to the corporations under subsection 1 or by the corporations under subsection 2 and such adjustment and apportionment shall be final and binding upon the corporations. Apportionment by association.

Investment of sinking funds.

19. All sinking funds shall be paid over to and be invested by the Trust Corporation in bonds of the Dominion of Canada or Province of Ontario or in bonds of the Association which prior thereto had been sold by the Association and all bonds of the Association so purchased out of sinking fund shall be cancelled by the Trust Corporation.

Borrowing powers—debentures not to be counted.

20. Any debentures issued under the authority of this Act shall not be included in ascertaining the limit of the borrowing powers of the corporations as prescribed by *The Municipal Act* or by any other general or special Act. 6 Geo. V, c. 37, s. 8; 7 Geo. V, c. 27, s. 32. *Amended.*

Extension into adjacent municipality.

21.—(1) Where the agreement so provides the Association with the consent expressed by by-law of each of the corporations, parties to the agreement, which may be passed without the assent of the electors may enter into an agreement with the corporation of any adjacent municipality for the extension of the railway into such adjacent municipality.

Submission to electors.

(2) The council of such adjacent municipality shall submit, to the vote of the electors qualified to vote on money by-laws, a by-law approving of the agreement and directing its execution as required in the case of a by-law and agreement for the construction and equipment of a railway.

Application of Act to extensions.

(3) The provisions of this Act relating to the construction, equipment and operation of the railway shall apply to the construction, equipment and operation of such extension.

Payment of debentures and bonds.

(4) All debentures of the corporations and all bonds of the Association issued for the construction, equipment and working capital of such extension shall be payable at the same time as the debentures and bonds issued for the construction and equipment of the railway.

Adjacent municipality as party to original agreement.

(5) After the corporation of such adjacent municipality has deposited debentures with the Trust Corporation to meet its portion of the cost of the construction, equipment and of the working capital of the extension, it shall be deemed to be a party to the agreement for the construction and equipment of the railway.

Powers as to construction and operation.

22. The Association or the Commission may construct and equip or the Association may construct, equip, maintain and operate the railway as provided by the agreement and for that purpose, subject to the provisions of section 24, the Association or the Commission shall have and may exercise all the powers, rights, immunities and privileges of a company incorporated by special Act for the construction and operation of a railway under *The Ontario Railway Act*, so far as the same are applicable. 4 Geo. V, c. 31, s. 12. *Amended.*

c. 185. Rev. Stat.

Provision for operation by Commission.

23.—(1) The Association may enter into an agreement with the Commission for the operation of the railway by the Commission as its agent for a period not exceeding five years, but such agreement may be renewed from time to time for further periods not exceeding five years at any one time.

Books and accounts to be kept.

(2) Where such an agreement is made the Commission shall maintain separate and distinct books and accounts with respect to the

operation of the railway and all moneys received by it in connection with such operation shall be kept in a separate bank account and shall not be merged or mixed with the funds of the Commission derived from any other sources.

Expropriation of land—application of Rev. Stat. c. 35.

24.—(1) Where land is required for any of the purposes for which land may be acquired or expropriated under *The Ontario Railway Act* the Association or the Commission, as provided by the agreement, shall in respect thereof have the powers and shall proceed in the manner provided by *The Ontario Public Works Act*, where the Minister of Public Works takes land or property for the use of Ontario and the provisions of the said last mentioned Act shall, *mutatis mutandis*, apply.

Compensation.

(2) Where compensation would be payable upon the exercise of any powers by the Association or the Commission under *The Ontario Railway Act*, the same shall be determined in the manner provided by *The Ontario Public Works Act*.

Provisions of Rev. Stat. c. 185, how far applicable.

25. Sections 66 to 69 and section 210 of *The Ontario Railway Act* shall not apply to the Association or the Commission or to any railway constructed, purchased or operated under the authority of this Act, but the construction, equipment and operation of such railway by the Association or Commission shall be in accordance with the provisions of *The Ontario Railway Act* except where they are inconsistent with the provisions of this Act.

No action against Commission without fiat of Att'y-Gen.

26. No action or prosecution shall be brought against the Commission or any member thereof or any of its officers without the consent of the Attorney-General of Ontario for anything done under this Act, but this shall not apply to an Association. 4 Geo. V, c. 13, s. 15.

Province or Commission not liable for errors in estimates.

27. The Province shall not nor shall the Commission or any member thereof incur any liability by reason of any error or omission in any estimates, plans or specifications prepared or furnished by the Commission.

Corporation not to sell any railway without assent of electors.

28.—(1) Notwithstanding anything contained in any general or special Act heretofore passed by this Legislature, a corporation shall not sell or otherwise dispose of any electric railway or street railway owned by it or of which it has acquired control by foreclosure or other proceedings or under the provisions of any special Act, unless and until a by-law authorizing such sale or other disposal has been submitted to and has received the assent of the electors qualified to vote on money by-laws according to the provisions of *The Municipal Act*. 6 Geo. V, c. 37, s. 4. Rev. Stat. c. 192.

(2) Every agreement or arrangement entered into by a corporation in violation of subsection 1 shall be null and void. 9 Geo. V, c. 45, s. 8 (2).

Repeal.

29.—(1) Subject to the provisions of subsections 3 and 4, the following Acts and parts of Acts are hereby repealed:

The Hydro-Electric Railway Act, 1914.	(4 Geo. V, Chapter 31.)	The Whole.
The Hydro-Electric Railway Act, 1915.	(5 Geo. V, Chapter 32.)	The Whole.
The Hydro-Electric Railway Act, 1916.	(6 Geo. V, Chapter 37.)	The Whole.
The Statute Law Amendment Act, 1917.	(7 Geo. V, Chapter 27.)	Section 32.

The Hydro-Electric Railway Act, 1919. (9 Geo. V, Chapter 45.) The Whole.
The Hydro-Electric Railway Act, 1920. (10-11 Geo. V, Chapter 57.) Sections 2, 3, 4, 5, 6 and 7 and that part of section 8 relating to The Toronto and Eastern Railway. *New.*

Certain by-laws and agreements declared void.

(2) All by-laws heretofore passed by municipal corporations and all agreements made between municipal corporations and the Commission under the provisions of *The Hydro-Electric Railway Act, 1914*, and amendments thereto are hereby declared to be void and of no further force or effect, but this shall not apply to any by-laws passed or agreements made with respect to the railways mentioned in clauses (*a*) and (*b*) of subsection 3, and clause (*b*) of subsection 4.

4 Geo. V, c. 31, to apply to certain railways.

(3) *The Hydro-Electric Railway Act, 1914*, and amendments thereto shall in so far as they apply remain in full force and effect with respect to:

(*a*) The maintenance and operation of The Sandwich, Windsor and Amherstburg Railway and The Windsor and Tecumseh Electric Railway acquired and operated by the Commission for certain municipal corporations under the contracts confirmed by sections 8 and 9 of *The Hydro-Electric Railway Act, 1920;*

(*b*) The maintenance and operation by the Commission of The Guelph Radial Railway in accordance with the terms of the agreement confirmed by *The Guelph Railway Act, 1921;*

(*c*) The future acquisition, equipment, maintenance and operation by the Commission of the railways mentioned in *The Toronto Radial Railway Act, 1921;*

(*d*) The future acquisition by the Commission of the shares, securities and/or property and rights of The Toronto Suburban Railway Company and the equipment, maintenance and operation by the Commission of such railway under the provisions of *The Toronto Suburban Railway Company Act, 1922.*

4 Geo. V, c. 31, to apply to certain railways with exceptions.

(4) *The Hydro-Electric Railway Act, 1914*, and amendments thereto shall, in so far as they apply, remain in full force and effect with respect to:

(*a*) The construction, equipment, maintenance and operation of a railway from the City of Toronto to the Village of Port Credit and a railway from the Village of Port Credit to the City of St. Catharines under an agreement which may hereafter be entered into by the Commission and the municipal corporations interested as provided by subsection 5;

(*b*) The future acquisition by the Commission of the shares, securities and/or property and rights of The Niagara, St. Catharines and Toronto Railway Company and the equipment, maintenance and operation by the Commission of such railway under an agreement made between the Commission and the municipal corporations interested, with the assent of the electors as provided by the said Act;

except that:—

Exceptions.

i. The following clauses shall be substituted for clauses *c* and *d* of section 5*a* of the said Act as enacted by 5 Geo. V, Chapter 32, section 2;

(*c*) The money to meet the share of the cost payable by the corporation shall be borrowed on the credit of the corporation at large by the issue of its debentures, but the special rate imposed by the by-law to provide for the payment of the principal and interest of the debentures shall be imposed upon the rateable property within such district or districts only. Special rate on specified district in township.

(*d*) The money to meet the corporation's share of any deficit resulting from the operation of the railway in any year as provided in paragraph 4 of the Form of Agreement set out as Schedule "A" shall also be raised by a special rate upon the rateable property within such district or districts only. Special rate to meet deficits.

ii. Clause *o* of paragraph 1 of the Standard Form of Agreement relating to extensions of the railway set out as a schedule to the said Act shall not apply but the Commission with the consent expressed by by-law of each of the corporations parties to the agreement with the Commission which may be passed without the assent of the electors may enter into an agreement with the corporation of any adjacent municipality for the extension of the railway into such adjacent municipality and the corporation of such adjacent municipality with the assent of the electors qualified to vote on money by-laws may enter into such agreement and borrow by the issue of its debentures the money necessary to meet its share of the cost of the construction and equipment of such extension. Provisions for extension into adjacent municipality.

iii. The power conferred by the said Act on the Lieutenant-Governor in Council to authorize the Treasurer of Ontario for and on behalf of the Province to guarantee the payment of bonds issued by the Commission shall not apply. No power to guarantee bonds.

iv. Subsection 2 of section 11 of the said Act shall be deemed to contain the following proviso:—

Provided that the Commission in lieu of holding the said debentures may lodge and/or hypothecate the same or any of them with or to a trust company or corporation as Trustee for the holders of all the bonds of the Commission issued for the Railway, including bonds, the payment of which is guaranteed by the Province and for such purpose the Commission may enter into, execute and deliver any agreement, charge, trust indenture or other document containing such powers, terms and conditions as the Commission in its sole discretion shall deem to be in the best interests of the railway, anything contained herein or in any Act or agreement to the contrary notwithstanding, but the bonds issued by the Commission shall not exceed the amount of the municipal debentures deposited with the Commission. Hypothecation of municipal debentures by Commission as collateral security to bonds of Commission.

v. The words "fifteen per cent." shall be substituted for the words "ten per cent." wherever they occur in section 9 of 9 Geo. V, c. 45. Case of failure of Corporation to carry by-law.

Application of exception.

vi. The foregoing exceptions contained in paragraphs i to v. inclusive shall be deemed to govern any agreements to be hereafter executed and the said agreements shall be subject thereto.

New agreements for construction, etc., of certain railways without assent of electors on certain conditions.

(5) The Commission and the municipal corporations interested may enter into an agreement for the construction, equipment, maintenance and operation of a railway from the City of Toronto to the Village of Port Credit and a railway from the Village of Port Credit to the City of St. Catharines in the following manner:—

Resolution of council.

(*a*) The council of each municipal corporation may on or before the 15th day of October, 1922, pass a resolution requesting the Commission to proceed with the construction, equipment and operation of the railway and authorizing the execution of the agreement on behalf of the corporation;

Submission of agreement where resolution not passed or where electors petition.

(*b*) If the council of any municipal corporation interested neglects or refuses to pass such resolution on or before the 15th day of October, 1922, or, except in the case of the Cities of Toronto and Hamilton, if fifteen per cent. of the electors on or before the 15th day of November, 1922, petition the council, whether or not the council has passed such resolution, to submit the agreement to the electors, then it shall be the duty of the council to submit the agreement to the electors at the next ensuing annual municipal election;

Execution of agreement.

(*c*) If the assent of the municipal corporations interested is obtained by resolution of the council or by the approval of the electors to the agreement on the submission of the same as above required, then each municipal corporation interested shall execute the agreement and the Commission may proceed with the construction, equipment and operation of the railway according to the terms of the agreement;

"Electors," meaning of.

(*d*) "Electors" in this subsection means those electors qualified to vote on money by-laws in the municipality or in the specified district or districts of the township, as the case may be.

Variations in form of agreement.

30. Such variations, additions or alterations as are in conformity with the provisions of this Act may be made to the Agreement set out as Form 1 to this Act with the approval of the Lieutenant-Governor in Council.

Commencement of Act.

31. This Act shall come into force and take effect on the day upon which it receives the Royal Assent.

FORM 1

(*Referred to in Section 8.*)

THIS AGREEMENT made this day of 192

Between:

The Municipal Corporations of hereinafter called "The Corporations"

In this Agreement "Association" means "Municipal Electric Railway Association" elected or appointed as provided by *The Municipal Electric Railway Act, 1922.*

Whereas pursuant to *The Municipal Electric Railway Act, 1922*, the Hydro-Electric Power Commission of Ontario, hereinafter called the "Commission," at the request of the Corporations

and after enquiry, examination and investigation into the various matters set out in section 3 of *The Municipal Electric Railway Act, 1922*, have reported to the Corporations that

(*a*) The cost of constructing, equipping and operating an electric railway in such municipalities including a sum for working capital and a sum to cover any probable loss by discount on the sale of the bonds of the Association will be

(*b*) The proportion of the capital cost to be borne by each of the Corporations is as set out in Schedule "B" attached hereto

(*c*) The population of each of such municipalities as shown by the last enumeration thereof by the assessors is

(*d*) The estimated probable revenue from the railway will be

And whereas the Corporations have determined that it is in the interests of the inhabitants of such municipalities that the railway should be constructed, equipped and operated over the routes laid down in Schedule "A" attached hereto. *Where construction and equipment is by the Commission insert the following recital:* (And whereas the Corporations have determined that the railway should be constructed and equipped by the Commission and the Commission has agreed with the Corporations to construct and equip the railway but upon the express condition that the Commission shall not be in any way liable for any errors or omissions in the estimates, plans or specifications or for any financial or other obligations or loss whatsoever by virtue of the construction and equipment of the railway).

Where construction and equipment are by the Association insert the following recital: (And whereas it has been determined by the Corporations that the railway should be constructed and equipped by the Association). And whereas the electors of each of the Corporations have assented to by-laws authorizing the Corporations to enter into this Agreement for the construction and equipment of the railway as laid down in Schedule "A."

Now this agreement witnesseth that each of the Corporations covenants and agrees with the other as follows:

1. The railway shall be constructed and operated over the routes laid down in Schedule "A."

2. The character of the construction and equipment of the railway shall be as far as possible first class, modern and standard and so as to give the best service and accommodation possible, having regard to the districts to be served.

3. To bear its share of the cost of construction and equipment and the amount to be provided for working capital of the railway by each Corporation as set out in Schedule "B."

4. To issue and deposit with the Trust Corporation named by the Association, debentures to the amount set out in Schedule "B" as its share of the cost of the construction and equipment and of working capital of the railway, such debentures to be payable at the expiration of forty-four years from the date of this Agreement and to bear interest at the rate of four and one-half per cent. per annum, payable semi-annually.

5. Upon the requisition in writing of the Association and in the proportions fixed by this Agreement to issue and deposit with the Trust Corporation such further debentures payable at the same time and bearing the same rate of interest as may be necessary to permit the Association to raise the moneys.

(*a*) To cover any additional costs above estimates of such construction and equipment and for working capital of the railway;

(*b*) For the construction and equipment and working capital of any extension of the railway. (*This clause to be struck out if Agreement does not provide for extensions.*)

(*c*) For the construction of branch lines, sidings, permanent works and betterments and for additional equipment in all not exceeding ten per cent. of the estimated cost of the construction and equipment and the working capital of the railway as fixed by this agreement;

(*d*) To cover any loss by discount on the sale of the bonds of the Association.

6. Electrical power or energy for the operation of the railway shall be supplied by the Commission in accordance with the agreement made with the Commission and the obligations of the Corporations thereunder shall be carried out by the Association.

(*Here set out a synopsis of the terms and conditions of the Agreement including the amount of power or energy to be supplied and the price to be paid and the terms of payment*).

7. The railway shall be constructed and equipped by the Association / Commission *as the case may be.*

8. The management and operation of the railway shall be and are hereby entrusted to an Association to be elected or appointed as provided by *The Municipal Electric Railway Act, 1922.*

Where the railway is to be constructed on any right-of-way of the Commission add

9. The railway shall be constructed on the following right-of-way acquired by the Commission for the transmission of electrical power or energy

(*Here describe right-of-way in general terms but so as to identify it*) in accordance with the agreement made with the Commission under which a rental of $ is to be paid to the Commission annually. The said rental shall be paid to the Commission by the Association on behalf of the Corporations.

If the Corporations determine that provision should be made for extensions of the railway into any adjacent municipality add

10. The railway may be extended into any adjacent municipality under an agreement to be made between the Association and the Corporation of such municipality with the approval of the Corporations parties to this agreement.

When the Corporations determine to acquire by purchase any steam, electric or street railway situate within one or more of such municipalities, or any parts of any steam, electric or street railway

which are situate within one or more of such municipalities and capable of forming part of the proposed railway system appropriate recitals should be added to the agreement setting out the report of the Commission as to the purchase price and as to the other matters required in a report from the Commission in the case of the construction and equipment of a railway and the provisions of the agreement relative to construction and equipment of the railway should be altered or additions should be made thereto to cover the purchase of the railway or of any part or parts thereof.

Where the Corporations determine to lease or obtain running rights over any such railway or any such part or parts of a railway as above set out add

11. The railway *or* that part *or* those parts of the railway (*describe the part or parts*) *as the case may be* shall be leased by the Association upon the following terms and conditions (*here set out the terms and conditions*) and upon such other terms and conditions as the Association may deem proper and the Association shall execute the said lease and carry out its provisions on behalf of the Corporations.

Where the Corporations determine to obtain running rights as above set out add

12. The Association shall enter into an agreement with the Railway Company to obtain running rights over the Railway or over the following part or parts of the Railway (*describe the part or parts*) on the following terms and conditions (*here set out terms and conditions*).

13. To keep, observe and perform the covenants, provisos and conditions set forth in this agreement intended to be kept, observed and performed by the Corporations and to execute such further or other documents and to pass such by-laws as may be requested by the Commission or the Association for the purpose of fully effectuating the object and intent of this agreement and of carrying out the provisions of *The Municipal Electric Railway Act, 1922.*

14. To perform and carry out all the duties and obligations cast upon it by *The Municipal Electric Railway Act, 1922*, with reference to the construction, equipment, maintenance and operation of the railway or of any extension of it.

15. Should the Corporation fail to perform any of its duties or obligations to the Association under this Agreement or under the said Act the Association may in addition to all other remedies and without notice discontinue the service of the railway to such Corporation until the said duty or obligation has been fulfilled and no such discontinuance of service shall relieve the Corporation in default from the performance of such duty or obligation.

In witness whereof each of the Corporations has affixed its corporate seal and the hands of its proper officers.

Chapter 120, 1922.

An Act respecting the City of Niagara Falls

Assented to 4th May, 1922.

Preamble.

WHEREAS the Corporation of the City of Niagara Falls has by its petition prayed that it be enacted as hereinafter set forth, and it is expedient to grant the prayer of the said petition;

Therefore, His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

By-law No. 1076 confirmed.

1. By-law No. 1076 of the Corporation of the City of Niagara Falls and the Agreement therein referred to, both of which are set forth in full in Schedule "A" to this Act, are hereby ratified and confirmed and declared to be legal, valid and binding upon the said Corporation and the ratepayers thereof and upon the parties to the said agreement, anything in any Statute of the Province of Ontario to the contrary notwithstanding.

Commencement of Act.

2. This Act shall come into force on the day upon which it receives the Royal Assent.

SCHEDULE "A"

CITY OF NIAGARA FALLS

By-law No. 1076.

A By-law to fix the assessment and maximum rate of taxation of the properties of the Ontario Power Company and the Ontario Transmission Company for a period of ten years.

Whereas in respect of the properties of the Ontario Power Company of Niagara Falls and the Ontario Transmission Company at Niagara Falls, disputes have arisen as to the liability thereof to assessment and taxation, and litigation having ensued as to the same, it is desirable and expedient to adjust the said disputes and avoid further litigation;

And whereas for such purpose it has been agreed in settlement between the Council and the said Companies and the Hydro-Electric Power Commission of Ontario that the assessment and maximum rate of taxation of the said properties should be fixed at $2,500,000 and thirty mills on the dollar respectively for a period of ten years from the 1st day of January, 1922, and thereupon such litigation shall cease, and it is necessary to pass this by-law to authorize an agreement embodying the terms of such settlement.

Therefore the Council of the Corporation of the City of Niagara Falls enacts as follows:—

1. That the Mayor and Clerk on behalf of the Corporation are hereby authorized to enter into, execute and deliver an Agreement (copy whereof is hereto annexed) between the Corporation and the said Companies and the said Commission to fix the assessment of the said properties of the said Companies at Niagara Falls at $2,500,000 for all purposes and to fix the maximum rate of taxation thereon at thirty mills on the dollar for all purposes in any year of and for the period of ten years from the first day of January, 1922.

2. Nothing herein contained shall affect local improvement rates or taxes imposed or levied upon the said properties.

3. That this by-law and the said Agreement shall come into force and take and remain in effect upon and subject to the terms of the said Agreement for the said period upon the same receiving the assent of the Legislative Assembly of the Province of Ontario.

PASSED this second day of March, 1922.

(Sgd.) W. J. Seymour, *Clerk.* (Sgd.) Chas. R. Newman, *Mayor.*

Seal.

This agreement made the day of One thousand nine hundred and twenty-two:

Between:

The Corporation of the City of Niagara Falls (Hereinafter called the "Corporation"), of the first part;

The Ontario Power Company of Niagara Falls and the Ontario Transmission Company Limited (Hereinafter called the "Companies"), of the second part;

and

The Hydro-Electric Power Commission of Ontario (Hereinafter called the "Commission"), of the third part.

Whereas certain portions of the works, properties and undertakings of the Companies are situate within the City of Niagara Falls;

And whereas disputes have arisen between the parties hereto as to the liability of the said works, properties and undertakings to assessment and taxation, and certain litigation in respect thereof has ensued;

And whereas to settle and end such litigation, it has been agreed between the parties that the portions of the said works, properties and undertakings of the Companies within the said City shall be subject to a fixed assessment and a fixed maximum rate of taxation for a period of ten years from the first day of January, 1922, upon and subject to the terms hereinafter expressed:

Therefore this agreement in consideration of the premises and of the sum of one dollar of lawful money of Canada paid by each of the Companies and by the Commission to the Corporation (receipt whereof by the Corporation is hereby acknowledged) Witnesseth as follows:—

1. That for and during the period of ten years from the first day of January, 1922, all the real estate, works, properties and undertakings of the Companies situate within the City of Niagara Falls shall be annually assessed for all purposes (including school, business or other general or special municipal assessment) at the sum of $2,500,000 for each and every of the said years, at which sum the annual assessment thereof is hereby fixed.

2. That for and during the said period of ten years all rates and taxes imposed in any year thereof by the Corporation for all purposes (including taxation for school purposes, business or other general or special municipal taxation) shall be imposed and levied as against the Companies and its said real estate, works, properties and undertakings on the said fixed assessment of $2,500,000, and if in any such year it shall or may become necessary for the Corporation to impose or levy an aggregate rate or taxation in excess of thirty mills in the dollar for all purposes, (including taxation for school purposes, business or other general or special municipal taxation), then in such year the aggregate maximum rate or taxation which shall or may be imposed or levied on the said fixed assessment shall be thirty mills in the dollar and no more, at which the maximum annual aggregate levy of rate or taxation is hereby fixed and commuted. Provided always that if in any such year the annual aggregate levy of rate or taxation is less than thirty mills in the dollar for all said purposes, then such lesser rate or taxation only shall be imposed or levied on the said fixed assessment of $2,500,000.

(*a*) Nothing in this Agreement contained shall affect local improvement rates or taxes imposed or levied upon the said properties.

3. That otherwise than aforesaid the said real estate, works, properties and undertakings of the Companies and the said Commission shall be exempt from assessment and taxation, the provisions of any statute of the Province of Ontario to the contrary notwithstanding.

4. That all litigation, present or pending, between the parties respecting the said assessment shall cease and be discontinued and each party thereto shall pay its own costs thereof.

5. The Companies and the Commission agree to pay to the Corporation the taxes for the year 1921 amounting to $98,657.42 imposed and levied in respect of the said real estate, works, properties and undertakings of the Companies (less any sums paid on account thereof) in full payment of all liability to the Corporation for rates or taxation for all purposes up to and including the thirty-first day of December, 1921, the same to be paid forthwith after execution of this agreement.

6. The Companies and the Commission agree to pay to the Corporation in each year during the said period the annual taxes imposed and levied in accordance with the terms of this agreement as and when the same respectively become due and payable under the General Tax Levy and Tax Collection By-laws of the Corporation from time to time in force.

7. This agreement shall come into force and effect (and thereupon become retroactive to the first day of January, 1922) upon the same being ratified by the Legislative Assembly of the Province of Ontario.

In witness whereof the parties hereto have each caused its own Corporate seal to be affixed under the hands of their proper officers respectively.

Signed, Sealed and Delivered
in the presence of

The Corporation of the City of Niagara Falls.
.....*Mayor*,
.....*Clerk*,
The Ontario Power Company of Niagara Falls,
.....*President*,
.....*Secretary*,
The Ontario Transmission Company Limited,
.....*President*,
.....*Secretary*,
The Hydro-Electric Power Commission of Ontario,
.....*Chairman*,
.....*Secretary*,

Chapter 144, 1922.

An Act respecting the Sandwich, Windsor and Amherstburg Railway

Assented to May 4th, 1922.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

Motor busses, trackless trolleys.

1. The Hydro-Electric Power Commission of Ontario may in connection with and as part of the Sandwich, Windsor and Amherstburg Railway, provide a service to meet the requirements of any particular locality by motor busses or cars operated by means of trackless trolleys, and for such purpose may purchase, maintain and operate motor busses, cars and trackless trolleys.

APPENDIX II

TRANSMISSION LINE RECORDS

including

Summaries of data respecting mileage of transmission lines built or acquired by the Hydro-Electric Power Commission. The sizes, materials, lengths and weights of conductors, and other particulars of the 110,000-volt steel-tower transmission lines, the wood-pole transmission lines and the telephone lines. Also detailed descriptions of the individual lines classified under the various systems.

TRANSMISSION LINE RECORDS

The total mileage of lines built and acquired by the Commission up to October 31, 1922, for the various systems, excepting rural 4,000-volt districts, is indicated in the following table:

TOTAL MILEAGE OF TRANSMISSION LINES

System	Miles
Niagara system—110,000-volt, steel-tower line	514.68
Niagara system—46,000-volt and less, steel and wood support (see table following)	1,042.15
Ontario Power Company	91.46
Essex County system	58.53
Severn system	178.54
Eugenia system	295.76
Wasdells system	105.42
Muskoka system	26.32
St. Lawrence system	149.31
Rideau system	81.62
Thunder Bay system	84.72
Central Ontario and Trent system	484.78
Nipissing system	24.70
Total	3,137.99

Note: Of the above the Niagara system, the Ontario Power Company, and the Essex County system are operated at 25 cycles. The other systems are operated at 60 cycles.

110,000-VOLT STEEL-TOWER TRANSMISSION LINES
Niagara System

Lines completed and under construction to October 31, 1922. Completed 514.68 miles, under construction 7.34 miles. Total, 522.02 miles.

TOTAL MILEAGE OF 110,000-VOLT LINES AND NUMBER OF TOWERS

	To Oct. 31, 1921	Oct. 31, 1921 to Oct. 31, 1922	Total to Oct. 31, 1922
Total mileage completed	466.92	47.76	514.68
Total mileage under construction	.....	7.34	7.34
Total mileage of single circuit lines completed	140.34	.....	96.21
Total mileage of double circuit lines completed	326.58	91.89	418.47
Total mileage of double circuit lines under construction	.....	7.34	7.34
Number of towers erected	4,649	317	4,966
Number of towers under construction	.....	44	44

Note: During the year the second circuit has been added to a considerable part of the 110,000-volt Niagara system structures, so that there now remain three sections only having one circuit strung, namely, the London–St. Marys–Stratford sections where single circuit towers are used and the Stratford–Kitchener section which may be double circuited in the future. The Dundas–York structures now have space for one more 110,000-volt circuit.

TOTAL WEIGHTS AND MILEAGES OF CONDUCTORS

Cable	Miles of conductor			Weight in pounds		
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922
S.R.A.C. *	1,357.26	287.46	44.04	3,406,974	1,160,152	181,357
Copper	945.66	.....	.....	2,822,089	.....	.....
Total	2,302.92	287.46	44.04	6,229,063	1,160,152	181,357

* Steel-reinforced aluminum conductor.

110,000-VOLT STEEL-TOWER TRANSMISSION LINES—Continued

SIZE, MATERIAL, LENGTH AND WEIGHT OF CONDUCTORS

Size and Material	Miles of conductor			Weight in pounds			Miles of single-circuit lines			Miles of double-circuit lines			Total miles single-and double-circuit completed Oct. 31, 1922
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	
605,000cm.,S.R.A.C.	.....	254.58	44.04	.....	1,048,360	181,357	....	....	....	....	42.28	7.34	42.28
500,000 c.m., "	.....	32.88	....	.....	111,792	.....	....	34.00	....	....	5.48	....	39.48
336,400 c.m., "	495.36	....	....	1,382,054	.....	.....	25.26	....	....	69.93	25.26	....	120.45
312,000 c.m., "	585.66	....	....	1,522,716	.....	.....	25.09	....	....	85.66	....	....	110.75
266,800 c.m., "	276.24	....	....	502,204	.....	.....	55.99	....	....	13.38	18.87	....	88 24
211,600 c.m , Copper	328.80	....	....	1,134,360	.....	.....	....	....	....	54.80	....	....	54.80
167.800 c.m., "	616.86	....	....	1,687,729	.....	.....	....	....	....	102.81	....	....	102.81
Total.....	2,302.92	287.46	44.04	6,229,063	1,160,152	181,357	106.34	34.00	...	326.58	91.89	7.34	558.81

Note: S.R.A.C.—steel-reinforced aluminum cable.

WOOD-POLE TRANSMISSION LINES

TOTAL MILEAGE OF WOOD-POLE LINES

In operation October 31, 1922

System	Miles
Niagara system	1,042.15
Essex County system	1.13
Ontario Power Company system	1.00
Severn system	178.54
Eugenia system	295.76
Wasdells system	105.42
Muskoka system	26.32
St. Lawrence system	149.31
Rideau system	81.62
Central Ontario and Trent system	142.62
	2,023.87
110,000-volt wood-pole lines—Thunder Bay system	84.72
Total	2,108.59

WOOD-POLE LINES COMPLETED AND UNDER CONSTRUCTION

For Year Ended October 31, 1922

MILEAGES AT VARIOUS VOLTAGES

Voltages	Miles completed during year	Miles under construction at October 31, 1922	Total miles
44,000	2.98	.....	2.98
30,000	1.00	.....	1.00
26,400	5.50	13.98	19.48
22,000	15.64	.....	15.64
13,200	.....	2.25	2.25
12,000	3.00	17.51	20.51
4,000	44.01	.....	44.01
2,300	0.13	.....	0.13
Total	72.26	33.74*	106.00

* All in Niagara system, does not include lines in Rural power districts.

MILEAGES FOR THE VARIOUS SYSTEMS

System	Miles
Niagara system	73.75
Essex County system	1.13
Ontario Power Company system	1.00
Severn system	0.41
Eugenia system	0.05
Wasdells system	26.68
Muskoka system	.....
St. Lawrence system	2.60
Rideau system	.....
Thunder Bay system	.....
Central Ontario and Trent system	0.38
Total	106.00

Span miles: single circuit, 97.13, double circuit, 8.87, total, 106.00

MATERIAL AND MILEAGE OF CONDUCTORS

Power Conductors:	MILES
Steel-reinforced aluminum	45.13
Aluminum	3.11
Copper	25.04
Steel	32.72
Total	106.00

Ground Wires and Cables:	
1/4" steel cable	23.00
9/32" " "	0.05
5/16" " "	7.03
3 x 13" B.W.G. steel cable	10.60
No. 6 B. & S.G. copper wire	0.14
Total	40.82

Ground Cable:	
Steel	40.68
Iron	.....
Copper	0.14
Total	40.82

Telephone Wire:	
3 x 13 B.W.G. galvanized steel	2.60
No. 6 B. & S.G. steel-reinforced aluminum	3.56
No. 10 B. & S.G. copper-clad steel	4.44
No. 9 B.W.G. galv. iron	16.05
Total	26.65

Aluminum Conductor:	
No. 2/0 B.&S.G. steel reinforced	18.85
No. 3/0 " " "	0.41
No. 4/0 " " "	2.98
105,530 c.m. " "	1.00
No. 2 B.&S.G. " "	21.89
No. 3/0 B.&S.G. aluminum	3.11
Total	48.24

Copper Conductor:	
No. 1 B.&S.G. copper	3.00
No. 2 " "	4.60
No. 4 " "	2.20
No. 6 " "	15.11
350,000 c.m. "	0.13
Total	25.04

Steel Conductor:	
5/16" galv. steel	32.72
Total	32.72

Note: Average spans between poles: 120 ft., 125 ft., 132 ft., 150 ft., 160 ft., and 175 ft.

WOOD-POLE TRANSMISSION AND TELEPHONE LINES

TOTAL MILEAGE OF LINES AND NUMBER OF POLES

Lines	Miles completed		
	To Oct. 31, 1921	Oct. 31, 1921 to Oct. 31, 1922	Totals to Oct. 31, 1922
Low-tension lines completed	2,036.33	72.26	2,108.59
Low-tension lines under construction	.....	33.74	33.74
Single-circuit lines completed	1,554.85	66.05	1,620.90
Double-circuit lines completed	455.27	6.21	461.48
Three-circuit lines completed	5.74	....	5.74
Four-circuit lines completed	20.47	....	20.47
Single-circuit telephone lines completed	1,567.49	23.99	1,591.48
Double-circuit telephone lines completed	68.20	....	68.20
Three-circuit telephone lines completed	0.76	....	0.76
Telephone lines under construction	.....	2.66	2.66
Poles and Towers			
Number of poles erected	76,898	2,142	79,040
Number of towers erected	428	....	428
Number of poles under construction	.....	787	787

TOTAL MILEAGE AND WEIGHT OF CABLE AND WIRE

Cable and wire	Miles of conductor			Weight in pounds		
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922
Aluminum: Transmission	3,507.51	5.16	13.50	2,554,210	4,303	11,259
Steel-reinforced aluminum: Transmission	2,290.47	88.23	53.76	1,853,523	58,111	53,087
Steel-reinforced aluminum: Telephone	345.77	7.12	.....	66,388	1,367	.....
Copper wire: Transmission	1,233.45	75.12	.....	1,750,223	51,079	.....
Copper wire: Telephone	137.16	.....	.....	22,741	.....	.....
Copper-clad steel: Telephone	1,235.80	4.38	4.50	208,802	675	693
Galv. iron wire: Transmission	167.28	.....	.....	95,852	.....	.....
Galv. iron wire: Telephone	1,489.96	31.28	0.82	443,400	9,540	250
Galv. steel cable: Transmission	510.48	66.90	41.94	515,794	72,252	42,865
Galv. steel cable: Telephone	343.38	5.20	.....	140,013	2,574	.....
Total	11,261.26	283.39	114.52	7,650,946	199,901	108,154

Note: This table does not include the Niagara System 110,000-volt, steel-tower lines.

WOOD-POLE TRANSMISSION LINES—Continued

MILEAGES TABULATED ACCORDING TO VOLTAGE AND NUMBER OF CIRCUITS

Voltage	Single circuit totals			Double circuit totals			Three circuit totals			Four circuit totals			1, 2, 3, and 4 circuit totals			
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1922
110,000	75.61	...	...	...	...	...	...	...	...	...	...	...	75.61	...	...	75.61
46,000 44,000 40,000	291.98	2.60	...	5.25	0.38	...	...	...	...	15.53	...	...	312.76	2.98	...	315.74
30,000	...	...	...	...	1.00	...	...	...	...	...	...	...	...	1.00	...	1.00
26,400	309.35	1.13	13.98	146.68	4.37	...	1.48	...	...	1.10	...	...	458.61	5.50	13.98	464.11
22,000	243.89	15.18	...	188.80	0.46	...	0.76	...	...	...	...	...	433.45	15.64	...	449.09
13,200	276.27	...	...	109.86	...	2.25	3.50	...	...	3.84	...	...	393.47	...	2.25	393.47
12,000	12.22	3.00	17.10	4.68	...	0.41	...	...	...	...	...	...	16.90	3.00	17.51	19.90
6,600	16.28	...	...	...	...	...	...	...	...	...	...	...	16.28	...	...	16.28
4,000	293.71	44.01	...	...	...	...	...	...	...	...	...	...	293.71	44.01	...	337.72
2,300	22.78	0.13	...	...	...	...	...	...	...	...	...	...	22.78	0.13	...	22.91
2,200	12.76	...	...	...	...	...	...	...	...	...	...	...	12.76	...	...	12.76
Total.....	1,554.85	66.05	31.08	455.27	6.21	2.66	5.74	...	...	20.47	...	...	2,036.33	72.26	33.74	2,108.59

NOTE:—This sheet is based on route miles.

WOOD-POLE

GAUGE LENGTH AND WEIGHT

Size and material of conductor	Miles of conductor			Weight in pounds			Miles—Single circuit lines		
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, '22	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, '22	Under construction Oct. 31, 1922
No. 2. B.& S.G. alum	461.85			151,949					
No. 1/0 B.& S.G. alum	543.21			284,642			110.49		
No. 2/0 B.& S.G. alum	116.58			76,360			13.48		
No. 3/0 B.& S.G. alum	2,150.79	5.16	13.50	1,793,759	4,303	11,259	276.31		
173,000 c.m. alum	6.30			5,632					
No. 4/0 B.& S.G. alum	215.40			226,170			12.00		
345,000 c.m. alum	9.18			15,698					
No. 6 B. & S.G.,S.R. alum	9.69			1,860			3.23		
No. 2 B. & S.G. S.R. alum	1,075.89	66.90		525,034	32,647		319.79	21.48	
No. 1/0 B.& S.G. S.R. alum	444.87			340,770			142.49		
105,530 c.m.S.R. alum		6.00			4,656				
125,000 c.m.S.R. alum	233.34			214,673			77.78		
No. 2/0 B.& S.G. S.R. alum	37.02	5.25	51.30	36,132	5,124	50,069		1.75	17.10
No. 3/0 B.& S.G. S.R. alum	129.15		2.46	158,467		3,018	31.39		
No. 4/0 B.& S.G. S.R. alum	347.82	10.08		541,208	15,684		115.94	2.60	
No. 6/0 B.& S.G. S.R. alum	4.98			13,884			1.66		
336,000 c.m.S.R. alum	7.71			21,495			2.57		
No. 6 B. & S.G. copper	457.05	45.47		195,617	19,461		152.35	15.25	
No. 4 B. & S.G. copper	166.32	6.60		113,098	4,488		53.02	2.20	
No. 3 B. & S.G. copper	6.48			5,560					
No. 2 B. & S.G. copper	60.72	13.80		65,699	14,932		13.44	4.60	
No. 1 B. & S.G. copper		9.00			12,258			3.00	
350,000 c.m. copper		0.39		2,214				0.13	
No. 1/0 B. & S.G. copper	217.53			374,152			50.71		
No. 2/0 B. & S.G. copper	98.67			214,051			32.89		
No. 4/0 B. & S.G. copper	226.68			782,046					
3 x 13 B. & S.G. galv. steel		10.60			3,975			10.60	
4 x 12 B. & S.G. galv. steel	7.12			4,699					
3 x 12 B. & S.G. galv. steel	45.24			22,394			12.13		
1/4" galv. steel	1,407.20	23.00		970,968	15,870		22.33	23.00	
9/32" galv. steel	404.82	0.05		344,097	42		28.42	0.05	
5/16" galv. steel	365.62	71.68	44.19	394,870	77,414	47,725	96.78	19.96	16.23
7/16" galv. steel	31.50			65,520					
No. 8 B. & S.G.C.C. steel	0.89			218					
No. 9 B.W.G. iron									
No. 10 B.W.G. iron	5.53			1,382					
No. 6 B.W.G. iron	298.27			170,909			55.76		
Total	9,593.42	273.98	111.45	8,135,227	210,854	112,071	1,624.96	104.62	33.33

NOTE.—This sheet is based

TRANSMISSION LINES—Continued

OF CONDUCTORS, INCLUDING GROUND CABLES

Miles—Double circuit lines			Miles—Three circuit lines			Miles—Four circuit lines			Total miles of single, double, three and four circuit lines completed to Oct. 31, 1922
Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under Construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	
30.38	.....	.....	2.19	.....	.....	.....	.....	.....	32.57
34.81	.....	.....	0.08	.....	.....	0.18	.....	.....	145.56
12.69	.....	.....	.....	.....	.....	.....	.....	.....	26.17
218.11	0.86	2.25	.....	.....	.....	1.10	.....	.....	496.38
1.05	.....	.....	.....	.....	.....	.....	.....	.....	1.05
29.90	.....	.....	.....	.....	.....	.....	.....	.....	41.90
1.53	.....	.....	.....	.....	.....	.....	.....	.....	1.53
.....	.....	.....	.....	.....	.....	.....	.....	.....	3.23
19.42	0.41	.....	.....	.....	.....	.....	.....	.....	361.10
2.90	.....	.....	.....	.....	.....	.....	.....	.....	145.39
.....	1.00	.....	.....	.....	.....	.....	.....	.....	1.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	77.78
6.17	.....	.....	.....	.....	.....	.....	.....	.....	7.92
5.83	.....	0.41	.....	.....	.....	.....	.....	.....	37.22
.....	0.38	.....	.....	.....	.....	.....	.....	.....	118.92
.....	.....	.....	.....	.....	.....	.....	.....	.....	1.66
.....	.....	.....	.....	.....	.....	.....	.....	.....	2.57
.....	.....	.....	.....	.....	.....	.....	.....	.....	167.60
1.21	.....	.....	.....	.....	.....	.....	.....	.....	56.43
1.08	.....	.....	.....	.....	.....	.....	.....	.....	1.08
3.40	.....	.....	.....	.....	.....	.....	.....	.....	21.44
.....	.....	.....	.....	.....	.....	.....	.....	.....	3.00
.....	.....	.....	.....	.....	.....	.....	.....	.....	0.13
10.90	.....	.....	.....	.....	.....	.....	.....	.....	61.61
.....	.....	.....	.....	.....	.....	.....	.....	.....	32.89
1.02	.....	.....	.....	.....	.....	18.38	.....	.....	19.40
.....	.....	.....	.....	.....	.....	.....	.....	.....	10.60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	12.13
.....	.....	.....	.....	.....	.....	.....	.....	.....	45.33
.....	.....	.....	.....	.....	.....	.....	.....	.....	28.47
.....	3.56	.....	.....	.....	.....	.....	.....	.....	120.30
5.25	.....	.....	.....	.....	.....	.....	.....	.....	5.25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	55.76
385.65	6.21	2.66	2.27	.....	.....	19.66	.....	.....	2,143.37

on circuit and wire miles.

STEEL-TOWER AND WOOD-POLE TRANSMISSION LINES

TOTAL MILEAGES AND WEIGHTS OF CONDUCTORS—ALL SYSTEMS

Type of construction	Miles of conductor			Weight in pounds		
	Completed to Oct. 31, 1922	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922
110,000-volt steel-tower lines	2,302.92	287.46	44.04	6,229,063	1,160,152	181,357
Wood-pole lines built by Commission	7,709.19	235.41	109.20	6,769,602	185,745	107,211
Total	10,012.11	522.87	153.24	12,998,665	1,345,897	288,568

NOTE:—This table does not include the rural power districts.

TELEPHONE LINES

MILEAGE AND SIZES OF WIRE USED ON TELEPHONE LINES
For Year Ended October 31, 1922

Section No.	Miles	Gauge and material
Lines completed		
N 1477 x 48	3.56	No. 9 B.W.G. galvanized iron.
N 1483 x 23	0.81	No. 10 B. & S.G. copper-clad steel.
N 179 x 19	1.00	No. 10 B. & S.G. copper-clad steel.
S 51 x 11	0.41	No. 9 B.W.G. galvanized iron.
E 57 x 29	0.05	No. 9 B.W.G. galvanized iron.
L 72 x 22	2.60	No. 3 x 12 galvanized iron.
W 3 x 7	15.18	No. 9 B.W.G. galvanized iron.
C 10 x 60	0.38	No. 10 B. & S.G. copper-clad steel.
Total	23.99	
Lines under construction October 31, 1922		
N 163 x 9	0.41	No. 9 B.W.G. galvanized iron.
N 16 x 1664	2.25	No. 10 B. & S.G. copper-clad steel.
Total	2.66	

TELEPHONE LINES

GAUGE, LENGTH AND WEIGHT OF ALUMINUM, COPPER-CLAD STEEL AND GALVANIZED IRON WIRE

Size and material of conductor	Miles of conductor				Weight in pounds				Single circuit mileage			Double circuit mileage			Three circuit mileage			1, 2 & 3 circuit totals
	Completed to Oct. 31, 1921	Completed Oct. 31, 1921 to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1921	Completed Oct. 31, 1921, to Oct. 31, 1922	Under construction Oct. 31, 1922	Completed to Oct. 31, 1922
No. 8 B.&S.G. C.C. steel	203.18	.....	.....	203.18	49,779	.....	....	49,779	101.59	.....	.....	.....	....	....	....	....	....	101.59
No. 10 B.&S.G. C.C. steel	1,032.62	4.38	4.50	1,037.00	159,023	675	693	159,698	516.31	2.19	2.25	.....	....	....	....	....	....	518.50
No. 10 B.&S.G. copper	137.16	.....	.....	137.16	22,741	.....	....	22,741	68.58	.....	.....	.....	....	....	....	....	....	68.58
No. 8 B.W.G. galv. iron	5.70	.....	.....	5.70	2,155	.....	....	2,155	2.85	.....	.....	.....	....	....	....	....	....	2.85
No. 9 B.W.G. galv. iron	1,352.66	31.28	.82	1,383.94	412,561	9,540	250	422,101	685.52	15.64	.41	.....	....	....	....	....	....	701.16
No. 10 B.W.G. galv. iron	82.00	.....	.....	82.00	20,500	.....	....	20,500	41.00	.....	.....	.....	....	....	....	....	....	41.00
No. 12 B.W.G. galv. iron	49.60	.....	.....	49.60	8,184	.....	....	8,184	24.80	.....	.....	.....	....	....	....	....	....	24.80
No. 3x12 B.&S.G. galv. stl.	93.72	5.20	.....	98.92	46,391	2,574	....	48,965	46.86	2.60	.....	.....	....	....	....	....	....	49.46
No. 3x13 B.&S.G. galv. stl.	249.66	.....	.....	249.66	93,622	.....	....	93,622	124.83	.....	.....	.....	....	....	....	....	....	124.83
No. 6 B.&S.G.S-R. alumin.	345.77	7.12	.....	352.89	66,388	1,367	....	67,755	65.79	3.56	.....	28.84	....	....	....	....	....	98.19
Total	3,552.07	47.98	5.32	3,600.05	881,344	14,156	943	895,500	1,678.13	23.99	2.66	28.84	....	....	....	....	....	1,730.96

ONTARIO POWER COMPANY

TABULATION OF TRANSMISSION AND TELEPHONE LINES

Total mileage of Ontario Power Company's lines	91.46
Total number of poles erected	3,685
Total number of steel towers erected	145
Total mileage of single-circuit lines	16.44
Total mileage of double-circuit lines	75.02

SIZE, MATERIAL, LENGTH AND WEIGHT OF CONDUCTOR

Size and material	Span miles	Wire miles	Weight in pounds
Aluminum conductor:			
173,000 c.m	7.86	42.93	38,379
211,950 c.m	5.50	33.00	34,650
345,000 c.m	41.81	250.86	428,971
500,000 c.m	13.98	83.88	208,022
820,000 c.m	12.23	36.69	148,961
Total	81.38	447.36	858,983
Steel-reinforced aluminum:			
105,530 c.m	1.00	6.00	4,656
336,400 c.m	1.23	7.38	20,575
Total	2.23	13.38	25,231
Copper conductor:			
No. 2/0 B. & S.G	2.40	14.40	31,234
No. 3 B. & S.G	5.00	21.60	18,533
No. 6 B. & S.G	0.45	2.70	1,156
Total	7.85	38.70	50,923
Telephone line—galvanized iron:			
No. 9 B.W.G	1.20	2.40	732
No. 12 B.W.G	57.61	115.22	19,011
Telephone line—copper:			
No. 12 B. & S.G	11.73	23.46	2,463
Telephone line—copper-clad steel:			
No. 10 B. & S.G	1.00	2.00	308
Total	71.54	143.08	22,514

ONTARIO POWER COMPANY LINES—Continued

TOTAL MILEAGE AND WEIGHT OF CABLE

Cable	Miles of cable	Weight in pounds
Aluminum	447.36	858,983
S.R. aluminum	13.38	25,231
Copper	38.70	50,923
Total	499.44	935,137

TOTAL MILEAGE AND WEIGHT OF TELEPHONE WIRE

Wire	Miles of wire	Weight in pounds
Galvanized iron	117.62	19,743
Copper	23.46	2,463
Copper-clad steel	2.00	308
Total	143.08	22,514

MILEAGE OF LINES TABULATED ACCORDING TO VOLTAGE AND NUMBER OF CIRCUITS

Voltage	Single circuit total miles	Double circuit total miles	Combined single and double circuit total miles
60,000	12.23	.....	12.23
30,000	.....	22.10	22.10
12,000	4.21	52.92	57.13
Total	16.44	75.02	91.46

SIZE, LENGTH AND WEIGHT OF CONDUCTORS IN TRANSMISSION LINES

Size and material	Miles of conductor	Weight in pounds	Miles of single circuit lines	Miles of double circuit lines	Miles of single and double circuit lines
173,000 c.m. alum.	42.93	38,379	1.41	6.45	7.86
211,950 " "	33.00	34,650	.....	5.50	5.50
345,000 " "	250.86	428,971	.....	41.81	41.81
500,000 " "	83.88	208,022	.....	13.98	13.98
820,000 " "	36.69	148,961	12.23	.....	12.23
105,530 c.m. S.R. alum.	6.00	4,656	.....	1.00	1.00
336,400 " "	7.38	20,575	.....	1.23	1.23
2/0 B. & S.G. copper	14.40	31,234	.....	2.40	2.40
No. 3 " "	21.60	18,533	2.80	2.20	5.00
No. 6 " "	2.70	1,156	.....	0.45	0.45
Total	499.44	935,137	16.44	75.02	91.46

SIZE, LENGTH AND WEIGHT OF TELEPHONE LINES

Size and material	Wire miles	Weight in pounds	Single circuit total miles
No. 9 B.W.G. galvanized iron wire	2.40	732	1.20
No. 12 B.W.G. galvanized iron wire	115.22	19,011	57.61
No. 12 B. & S.G. copper wire	23.46	2,463	11.73
No. 10 B. & S.G. copper clad steel	2.00	308	1.00
Total	143.08	22,514	71.54

DESCRIPTION

NIAGARA SYSTEM—110,000-VOLT,

New section number	Old section number	From	To	Aver. span feet	Miles	No. of towers
N1 x 2	A	Niagara trans. sta.	Dundas trans. sta.	550	51.43	570
N1 x 2	AA	" " "	" " "	630	50.00	451
N2 x 13	Pt. B1 & B2	Dundas " "	Cooksville " "	550	27.20	295
N13 x 16	Pt. B1 & B3	Cooksville " "	York " "	550	6.73	74
N16 x 3	Pt. B1 & B4	York " "	Toronto " "	550	5.10	62
N2 x 16	BB	Dundas " "	York " "	630	34.00	300
N2 x 12	C	Dundas " "	Brant " "	550	22.65	251
N12 x 10	D	Brant " "	Woodstock " "	550	21.83	231
N10 x 4	E	Woodstock " "	London " "	550	25.45	278
N2 x 5	F	Dundas " "	Guelph " "	550	25.26	268
N5 x 6	P-1	Guelph " "	Preston " "	550	10.73	115
N6 x 7	P-2	Preston " "	Kitchener " "	550	8.14	91
N7 x 8	H	Kitchener " "	Stratford " "	550	25.09	267
N8 x 9	I	Stratford " "	St. Marys " "	550	13.53	147†
N9 x 4	J	St. Marys " "	London " "	550	23.59	250†
N4 x 11	K	London " "	St. Thomas " "	550	13.38	141
N11 x 14	L	St. Thomas " "	Kent " "	660	58.04	486
N14 x 15	M	Kent " "	Essex " "	660	44.77	374
N20 x 50	..	Queenston gen. sta.	Struct. at forebay	3 spans	0.10	3
N50 x 51	..	Struct. at forebay	Niagara trans. sta.	550	5.48	58
N50 x 53	..	Struct. at forebay	Saltfleet jct. N53	880	39.48	255
N53 x 17	..	Saltfleet jct. N53	Hamilton trans. sta.	...	.....	1
			Total mileage.....	.....	511.98	

Lines under

N53 x 52	..	Saltfleet jct.	Nelson jct.	880	7.34	44

* NOTE.—Section "A" has 50 miles of 312,000 c.m. S.R.A.C. and 1 mile of 211,600 c.m.
Section "N16 x 3" has 1.30 miles of 312,000 c.m. S.R.A.C. and 3.80 miles of
Section "N7 x 8" has 23.90 miles of 312,000 c.m. S.R.A.C. and 1.19 miles of
†Sections "N8 x 9" and "N9 x 4" single circuit towers only. All other sections

OF LINES

25-CYCLE, STEEL-TOWER LINES

No. of circuits	Size and material of power cable	Size and material of ground cable	Date placed in operation	Size and material of original conductors	Date of last stringing
2	312,000 c.m. S.R.A.C. *	5/16" steel	Oct., 1910	4/0 aluminum.	Dec., 1918
2	211,600 c.m. copper	" "	Feb., 1915	211,600 c.m. copper	.....
2	312,000 c.m. S.R.A.C.	" "	Mar., 1911	3/0 aluminum	Oct., 1917
2	312,000 c.m. "	" "	Mar., 1911	3/0 "	Oct., 1917
2	312,000 c.m. " *	" "	Mar., 1911	3/0 "	Oct., 1917
1	500,000 c.m. "	" "	.....	.....	.....
2	336,400 c.m. "	" "	Nov., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Nov., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Dec., 1910	3/0 "	Oct., 1914
2	336,400 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
2	266,800 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
2	266,800 c.m. "	" "	Oct., 1910	3/0 "	June, 1915
1	312,000 c.m. " *	" "	Dec., 1910	3/0 "	Dec., 1919
1	266,800 c.m. "	" "	Dec., 1910	3/0 "	June, 1915
1	266,800 c.m. "	Removed	Dec., 1910	3/0 "	June, 1915
2	266,800 c.m. "	5/16" steel	Dec., 1910	3/0 "	Oct., 1913
2	167,800 c.m. copper	" "	Aug., 1914	167,800 c.m. copper	Aug., 1914
2	167,800 c.m. "	" "	Aug., 1914	167,800 c.m. copper	Aug., 1914
5	605,000 c.m. S.R.A.C	None	Jan., 1922	605,000 c.m. S.R.A.C.	Jan., 1922
2	500,000 c.m. "	7/16" steel	Jan., 1922	500,000 c.m. S.R.A.C.	Jan., 1922
2	605,000 c.m. "	5/16" "	Oct., 1922	605,000 c.m. S.R A.C.	Oct., 1922
2	605,000 c.m. "	5/16" "	Oct., 1922	605,000 c.m. S.R.A.C.	Oct., 1922

construction

2	605,000 c.m. S.R.A.C.	5/16" steel	.....	.....	.....

copper.
211,600 c.m. copper from limits to Toronto Sub.
266,800 c.m. S.R.A.C.
double circuit towers.

DESCRIPTION

NIAGARA SYSTEM—HIGH-TENSION

New section number	Old section number	From	To	Avg. height of pole in feet	Avg. span in feet	Miles
N1 x 2	A	Niagara trans. sta.	Dundas trans. sta.	30	132	54.16
N1 x 2	AA	" " "	" " "	30	132	50.00
N 2 x 13 N13 x 16 N16 x 3	B	Dundas " "	Toronto city limits	30	132	35.87
N2 x 16	BB	" " "	York trans. sta.	30	132	.....
N2 x 12	C	" " "	Brant " "	30	132	22.90
N12 x 10	D	Brant " "	Woodstock " "	30	132	21.53
N10 x 4	E	Woodstock " "	London " "	30	132	26.03
N2 x 5	F	Dundas " "	Guelph " "	30	132	26.12
N5 x 6	P-1	Guelph " "	Preston " "	30	132	12.78
N6 x 7	P-2	Preston " "	Kitchener " "	30	132	9.09
N7 x 8	H	Kitchener " "	Stratford " "	30	132	28.75
N8 x 9	I	Stratford " "	St. Marys " "	30	132	15.28
N9 x 4	J	St. Marys " "	London " "	30	132	27.81
N4 x 11	K	London " "	St. Thomas " "	30	132	16.09
N11 x 14	L	St. Thomas " "	Kent " "	30	132	58.04
N14 x 15	M	Kent " "	Essex " "	30	132	44.77
N20 x 1	....	Queenston gen. sta.	Niagara " "	25	150	6.16
N20 x 25	....	" " "	Ont. Power Co. D.S.	25	150	6.05
			Total mileage...	.....	.....	461.43

NOTE.—Old relay of No. 12 B. & S.G. copper not in use.

* N20 x 25 carried on 204 O.P.Co. poles and 15 H.E.P.C. poles—Total of 219 poles.

OF LINES

TELEPHONE AND RELAY LINES

No. of poles	No. of circuits	Number, size and material of conductors	Date placed in operation	Size of original wire	Altered wire	Remarks
2,204	4	2-No. 9 B. & S.G. copper 2-No. 10 " "	1910			
1,405	1	No. 9 " "	1915			
1,519	4	2-No. 9 " " 2-No. 8 B. & S.G. c.c. steel	1910			
...	...	...	...			
957	2	1-No. 9 B. & S.G. copper 1-No. 10 " "	1910			
888	2	1-No. 9 " " 1-No. 10 " "	1910			
1,074	2	1-No. 10 " " 1-No. 11 " "	1910			
1,093	1	1-No. 10 " "	1910			One circuit removed 1922
535	1	1-No. 10 " "	1910			
400	1	1-No. 10 " "	1910			
1,164	1	1-No. 10 " "	1910			
634	1	1-No. 10 " "	1910			
1,204	2	1-No. 10 " " 1-No. 11 " "	1910			
696	2	1-No. 10 " " 1-No. 12 " "	1910			
2,370	2	No. 9 " "	1914			
1,829	2	No. 9 " "	1914			
225	2	No. 9 B. & S.G. h.d. copper	1921			
219*	1	No. 9 " " "	1922			

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
			Lines terminating					
N. 161 x 1	L. T. 75	Jct. Tower No. 308N161	Welland sub-sta.....	48	250	0.53	10*	46,000
114 x 2	N.C.R 136-1	St. Catharines mun. sta.	Port Dalhousie.....	30	120	3.18	140	2,200
175 x 5	.....	Pole No. 52 LT 162....	Stamford Tp. sta.....	35	150	0.69	26	12,000
166 x 6	207	S.W. Pole No. 100 N166	Niagara-on-the-Lake..	30	125	7.83	334	12,000
167 x 7	198	Pole No. 115 N167....	Nat. Abrasive Co.....	.....	.....	0.05	3	12,000
169 x 9	156	Pole No. 88 N169.....	Niagara Falls mun. sta	35	120	1.08	55	12,000
161 x 10	74	Tower No. 308 N161 ..	Union Carbide Co.....	48	250	1.93	49*	46,000
171 x 11	164	Tower No. 330 N171...	Dunnville mun. sta...	35	176	21.54	672	46,000
174 x 14	176	Tower No. 118 N174...	St. Catharines mun. sta	.....	.....	.....	.....	.....
176 x 16	168	Pole No. 52 N176.....	Queenston Quarry....	35	120	0.41	18	12,000
177 x 17	170	Pole No. 72 N 177.....	St. Davids.....	35	120	0.08	2	12,000
101 x 21	.....	Welland mun. sta.....	Welland County Rock Crusher.....	30	160	5.51	211	2,300

*Towers

			Lines terminating					
25 x 160	.....	O.P. dist. sta.....	Jct. N160 at Allen & Murray St.....	.....	.....	0.31	.....	.....
170 x 61	74	Tower No. 118 N170...	Tower No. 308 N161..	48	250	8.59	190*	46,000
173 x 65	162	Pole No. 147 N173.....	Sw. Pole No. 206 N165	35	100	1.13	59	12,000
177 x 66	171	Pole No. 72 N177.....	Sw. Pole No. 100 N166	35	120	0.55	26	12,000
169 x 67	162	Pole No. 88 N169.....	Pole No. 115 N167....	35	100	0.53	27	12,000
101 x 71	164-A	Welland Tower No. 320	Tower No. 330 N171..	48	250	0.53	11	46,000
167 x 73	162	Pole No. 115 N167.....	Pole No. 147 N173....	35	100	0.52	32	12,000
165 x 76	167	S.W. Pole No. 206 N165	Pole No. 52 N176.....	35	120	1.40	52	12,000
176 x 77	169	Pole No. 52 N176.....	Pole No. 72 N177.....	35	120	0.44	20	12,000
1 x 170	73	Nia. trans. sta.....	Tower No. 118 N170..	48	250	5.01	118*	46,000
1 x 174	175	Nia. trans. sta.....	Tower No. 118 N174..	.....	.....	5.25	.....	46,000
20 x 173	...	Queenston gen. sta....	Pole No. 146 N173....	35	132	3.00	127	12,000
160 x 75	162	Tap O.P. Co.Line N160	Pole No. 52 N175.....	35	100	0.75	38	12,000
175 x 69	162	Pole No. 52 N175.....	Pole No. 88 N169.....	35	100	0.77	36	12,000

Note. For inter-connected lines at 12,000 volts, see Ontario Power Co. System Sheet "A"

*Towers

OF LINES

NIAGARA DISTRICT—SYMBOL N1

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
2	2/0 B.&S.G. copper	8 B.&S.G. c.c. steel	¼" galv. steel	O.B. San. & Keokuk, C.P. 356	July 11, 1914	Oct. 17, 1914
1	1/0 B. & S.G. alum.	None	None	.....	Oct. 16, 1912	Nov. 17, 1912
1	2 B. & S.G.s.r. alum	9 B.W.G. galv. iron	None	O.B. 12546	May 10, 1921	July 3, 1921
1	6 B. & S.G. copper	None	None	.....	.....	.....
1	1 " "	None	None	.....	.....	.....
2	3 " "	9 B.W.G. galv. iron	Built by O.P. Co.	Vic. 407	.....	Nov. 4, 1906
4	4/0 B.&S.G. copper	8 B.&S.G. c.c. steel	¼" galv. steel	O.B. San. & Keokuk, C.P. 1725	Mar. 15, 1914	Aug. 20, 1914
1	5/16" galv. steel	9 B.W.G. galv. iron	¼" galv. steel	J.D. Insul.	Aug. 17, 1917	Mar. 21, 1918
.....	.....	.....	.....	.....	.....	.....
1	6 B. & S.G. copper	.....	Built by O.P.Co.	Vic. 407	.....	.....
1	6 " "	.....	" " "	Vic. 407	.....	.....
1	2 B. & S.G.s.r. alum	.....	3 x 13 galv. steel	C.P. 105	July 17, 1921	Sept. 22, 1921
at junctions						
.....	.....	.....	.....	.....	.....	.....
4	4/0 B.& S.G. copper	8 B.&S.G. c.c. steel	¼" galv. steel	O B. San. & Keokuk, C.P. 106	Mar. 15, 1914	Aug. 20, 1914
1	4 " "	12 B.W.G.galv.iron	Built by O.P.Co.	Vic. 407	.....	.....
1	6 " "	.....	" " "	.....	.....	.....
2	173,000 c.m. alum.	12 B.W.G.galv.iron	" " "	.....	.....	.....
2	2/0 B.& S.G. copper	8 B. & S.G.c.c.steel	¼" galv. steel	O B. San. & Keokuk, C.P. 1725	July 11, 1914	Oct. 17, 1914
2	173,000 c.m. alum.	12 B.W.G.galv.iron	Built by O.P.Co.	Vic. 407	.....	.....
1	6 B. & S G. copper	.....	" " "	Vic. 407	.....	.....
1	6 " "	.....	" " "	Vic 407	.....	.....
4	4/0 " "	8 B &S G.c.c. steel	¼" galv. steel	O.B. San. & Keokuk, C.P. 356	Mar. 15, 1914	Aug. 20,1914
2	7/16" galv. steel	.....	.....	C.P. 1725	Nov. 13, 1917	.....
1	1 B. & S.G. copper	None	None	C.P. 793	.....	May 30, 1922
2	345,000 c.m. alum.	12 B.W.G.galv.iron	None	Built by O.P. Co.	.....	.....
2	345,000 " "	12 " " "	None	Built by O.P. Co.	.....	.....

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
N. 2 x 201	L.T. 1	Dundas trans. sta.	Hamilton mun. sta.	50½	206	2.85	73	13,200
264 x 2	118	Pole No. 82, N264	Dundas mun. sta.	55	120	0.12	7	13,200
235 x 6	40&40A	Dom. Sewer Pipe Co.	Waterdown dist. sta.	35	120	3.43	72	2,200
237 x 7	61	Caledonia dist. sta.	Caledonia			0.30		2,200
237 x 8	47A	Caledonia dist. sta.	Alabastine Co.			0.17		2,200
270 x 10	50	Pole No. 941 N270	Ont. Gypsum Co.	40	120	5.91	229	13,200
202 x 11	209	Dundas mun. sta.	Copetown	35	132	5.98	5	2,200
								Lines terminating
271 x 34	129	Pole No. 328, N271	Lynden dist. sta.	35	132	4.53	185	13,200
266 x 35	38	Pole No. 260, N266	Dom. Sew.Pipe Co.sta.	40	120	1.93	90	13,200
2 x 237	47	Dundas tran. sta.	Caledonia dist. sta.	40	120	14.97	669	13,200
270 x 39	49	Pole No. 941, N270	Hagersville dist. sta.	40	120	3.85	173	13,200
								Lines terminating
2 x 263	43	Dundas trans. sta.	Pole No. 69, N263	40	120	1.21	65	13,200
263 x 64	118	Pole No. 69, N263	Pole No. 82, N264	55	120	0.25	13	13,200
2 x 266	38	Dundas H-T sta.	Pole No. 260, N266	40	120	5.44	260	13,200
237 x 70	48	Caledonia dist. sta.	Pole No. 941, N270	40	120	6.10	267	13,200
264 x 71	129	Pole No. 82, N264	Pole No. 328, N271	35	132	5.78	245	13,200

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
N.	L.T. N.C.R.							
301 x 64	607-3	Toronto city limits	York twp. limits			0.22	12	
364 x 68	N.C.R. 607-1	York twp. limits	Unionville jct., N368					
368 x 67	N.C.R. 607-1	Unionville jct., N368	Markham jct., N367					
367 x 7	215	Markham jct., N367	Markham.	40	125	5.58	235	4,000

OF LINES

UNDAS DISTRICT—SYMBOL N2

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
t customers						
4	4/0 B.&S.G.H.D. copper	10 B.&S.G.c.c. steel 8 B.W.G. iron wire	¼" galv. steel	C.P. 133	April 7, 1915	Oct. 4, 1915
2	4 B. & S.G. copper	10 B. & S.G. copper	¼" galv. steel	C.P. 136	Feb. 25, 1915	Mar. 15, 1915
1	2 B. & S.G. alum.	8 B.&S.G. c.c. steel	¼" galv. steel	.....	Sept. 30, 1911	April 6, 1912
1	4 B. & S.G. D.B. W.P. copper	None	None	.....	Nov. 20, 1912	Nov. 30, 1912
1	2/0 B.& S.G. copper	None	None	.....	Sept. 5, 1912	Sept. 20, 1912
1	3/0 B. & S.G. alum.	8 B.& S.G.c.c. steel	¼" galv. steel	Thom. 2041	June 15, 1912	Sept. 20, 1912
1	6 B. & S.G. H.D. copper	9 B.W.G. galv. iron	None	C.P. 105	Sept. 10, 1919	Oct. 17, 1919
t distributing stations						
1	2 B.&S.G.S.R.alum.	9 B.W.G. galv. iron	¼" galv. steel	O.B. 12547	July 24, 1915	Oct. 22, 1915
1	2 B. & S.G. alum.	8 B.& S.G. c.c. steel	¼" galv. steel	Thom 2041	July 21, 1911	April 6, 1912
1	3/0 B. & S.G. alum.	8 B.& S.G. c.c. steel	¼" galv. steel	Thom 2041	May 10, 1912	Sept. 20, 1912
1	2 B. & S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Feb. 28, 1913	Aug. 15,1913
t junctions						
2	4 B. & S.G. copper	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Dec. 1, 1911	Dec. 21, 1911
2	4 B. & S.G. copper	10 B. & S.G. copper	¼" galv. steel	C.P. 136	Feb. 25, 1915	Mar. 15, 1915
1	2 B. & S.G. alum.	8 B.& S.G. c.c. steel	¼" galv. steel	Thom 2041	July 21, 1911	April 6, 1912
1	3/0 B. & S.G. alum.	8 B.& S.G. c.c. steel	¼" galv. steel	Thom 2041	June 22, 1912	Sept. 20, 1912
1	2 B.&S.G.S.R alum.	9 B.W.G. galv. iron	¼" galv. steel	O.B. 12547	July 24, 1915	Oct. 22, 1915

ORONTO DISTRICT—SYMBOL N3

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
1	6 B.& S.G. bare copper	.....	6 B.W.G. galv. iron	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
1	2 B.&S.G.S.R.alum	.....	¼" galv. steel	C.P. 105	Dec. 27, 1919	April 1, 1920

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
			Lines terminating					
N.	L.T.							
432 x 3	116	Delaware dist. sta.....	Lambeth.....	.....	.....	6.59	.....	4,000
432 x 4	117	Delaware dist. sta.....	Mt. Brydges.....	.....	.....	3.99	.....	4,000
464 x 5	98	Pole No, 944, N464....	Strathroy mun. sta....	40	120	9.27	425	13,200
467 x 6	77	Pole No. 388, N467....	Thorndale.....	35	132	2.47	179	13,200
467 x 7	93	Pole No. 388, N467....	Deller Bros.....	25	132	0.89	42	2,200
439 x 8	78	Dorchester dist. sta....	Thamesford.....	35	132	5.88	280	13,200
439 x 20	177	Dorchester dist. sta....	Dorchester.....	30	160	2.81	91	4,000
440 x 11	134	Lucan dist. sta.....	Granton.....	30	132	6.09	247	4,000
440 x 12	130	Lucan dist. sta.....	Pole No. 146, N.412..	30	132	3.57	146	4,000
474 x 14	151	Pole No. 51, N474.....	Hensall.....	30	132	5.12	205	4,000
475 x 15	161	Sarepta Met. sta. 316, N475	Zurich.....	30	132	5.17	211	4,000
475 x 16	160	Sarepta Met. sta. 316, N475	Dashwood.....	30	132	1.35	56	4 000
442 x 18	211	Ailsa Craig dist. sta....	Parkhill.....	30	160	9.03	325	4,000
			Lines terminating					
462 x 32	119	Pole No. 760, N462....	Delaware dist. sta.....	55	120	0.09	5	13,200
469 x 39	76	Pole No. 38, N469.....	Dorchester dist. sta...	35	132	6.17	219	13,200
472 x 42	210	Pole No. 757, N472...	Ailsa Craig dist. sta...	30	132	9.92	403	13,200
440 x 43	136	Lucan dist. sta.....	Exeter dist. sta.....	35	132	13.24	558	13,200
472 x 40	99	Pole No. 757, N.472...	Lucan dist. sta.....	35& 40	132	3.00	123	13,200
			Lines terminating					
463 x 62	96	Pole No. 462, N463 ...	Pole No. 760, N462...	40	120	6.59	298	13,200
4 x 463	95	London trans. sta.....	Pole No. 462, N463...	40	120	10.13	457	13,200
462 x 64	97	Pole No. 760, N462....	Pole No. 944, N464...	40	120	3.99	184	13,200
439 x 67	77	Dorchester dist. sta....	Pole No. 388, N467...	35	132	4.02	132	13,200
4 x 469	18	London trans. sta.....	Pole No. 38, N469....	40	120	0.81	38	13,200
469 x 70	19	Pole No. 38, N469.....	Pole No. 99, N470....	45	120	1.38	61	13,200
470 x 72	99	Pole No. 99, N470.....	Pole No. 757, N472...	35&40	132	16.18	659	13,200
443 x 74	151	Exeter dist. sta.....	Pole No. 51, N474....	30	132	1.07	.....	4,000
474 x 75	159	Pole No. 51, N474.....	Pole No. 316, N475...	30	132	7.58	265	4,000

NOTE:—N4 x 469L.T.18—Arms, pins, poles and hardware owned by H.E.P.C., 1 circuit of 3/0 N469 x 70 L.T. 19—1 circuit of 2 B. & S.G. alum, with insulators owned by London Local N469 x 1 L.T. 20—Jct. pole No. 38 L.T. 18 to Jct. pole No. 93 L.T. 20, 1-circuit of 3/0 N 4 x 401 L.T. 21—2-circuits of 3/0 B.&S.G. Alum, together with insulators, cross arms, N 469 x 1 L.T. 22—1-circuit of 3/0 B.&S.G. Alum, together with insulators, cross arms, N 470 x 17—1-circuit of 2 B.&S.G. Alum, together with insulators, cross arms, poles, etc.,

F LINES

ONDON DISTRICT—SYMBOL N4

No. of ir- its	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
customers						
1	6 B.& S.G. M.H.D, copper	None	None	C.P. 105	Jan. 25, 1915	Mar. 15, 1915
1	6 B.& S.G. M.H.D. copper	None	¼" galv. steel	O.B. 9403	Jan. 7, 1915	Mar. 1, 1915
1	3/0 B. & S.G. alum.	10 B.& S.G.c.c.steel	¼" galv. steel	C.P. 136	Sept. 14, 1914	Nov. 30, 1914
1	2 B. & S.G. alum.	None	¼" galv. steel	Thom 2041	Oct. 10, 1913	Feb. 6, 1914
1	6 B. & S.G. copper	None	8 B. & S.G. c.c. steel as neutral	Parker 2822	Mar. 19, 1914	Mar. 19, 1915
1	2 B. & S.G. alum.	None	¼" galv. steel	Thom 2041	Oct. 13, 1913	Jan. 27, 1914
1	4 B. & S.G. copper	None	¼" galv. steel	.....	.....	.....
1	6 B. & S.G. M.H.D. copper	None	6 B.W.G, galv. iron	C.P. 259	April 6, 1916	June 29, 1916
1	2 B.&S.G.S.R.alum	None	¼" galv. steel	O.B. 12546	July 28, 1915	Dec. 15, 1915
1	6 B. & S.G. M.H.D. copper	None	6 B.W.G. galv. iron	O.B. 9403	Sept. 11, 1916	Dec. 21, 1916
1	2 B.&S.G.S.R.alum	None	¼" galv. steel	C.P. 259	Mar. 29, 1917	Aug. 23, 1917
1	6 B. & S.G. M.H.D. copper	None	1/4" galv, steel	C.P. 259	Mar. 29, 1917	Aug. 23, 1917
1	2 B.&S.G.S.R.alum	None	9/32" galv. steel	C.P, 105	Nov. 17, 1919	May 14, 1920
distributing stations						
1	2 B. & S.G. copper	10 B.&S.G.c.c.steel	¼" galv. steel	O.B. 9413	Jan. 27, 1915	Feb. 1, 1915
1	2 B. & S.G. alum	10 B.W.G.galv.iron	¼" galv. steel	Thom 2041	Sept. 18, 1913	Jan. 27, 1914
1	2 B.&S.G.S.R.alum	6 B.&S.G.S.R.alum	9/32" galv. steel	C.P. 793	Nov. 12, 1919	May 2, 1920
1	3/0 B. & S.G. alum	9 B.W.G. galv.iron	¼" galv. steel	O.B. 12546	Nov. 26, 1915	May 4, 1916
2	2 B.&S.G.S.R.alum	10 B.W.G. galv.iron	¼" galv. steel	C.P. 136	Oct. 23, 1914	Jan. 21, 1915
junctions						
1	3/0 B. & S.G. alum.	10 B.&S.G.c.c steel	¼" galv. steel	C.P. 136	Oct. 15, 1914	Nov. 30, 1914
1	3/0 B. & S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 136	Sept. 1, 1914	Nov. 30, 1914
1	3/0 B. & S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 136	Sept. 29, 1914	Nov. 30, 1914
1	2 B. & S.G. alum.	None	¼" galv steel	Thom 2041	Oct. 10, 1913	Feb. 6, 1914
3	2 C.2S.R. alum. 1-C.2 alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Oct. 26, 1910	Jan. 10, 1911
2	2 B.&S.G.S.R.alum	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Oct. 26, 1910	Jan. 19, 1911
2	2 B.&S.G.S.R alum	10B.W.G.galv.iron	¼" galv. steel	C.P. 136	Oct. 23, 1914	Jan. 21, 1915
2	2 B.&S.G.S.R.alum 6 B.& S.G. M.H.D. copper	None	6 B.W.G. galv. iron	O.B. 9403	Sept. 11, 1916	Dec. 21, 1916
1	2 B.&S.G.S.R.alum	None	¼" galv. steel	C.P. 259	Mar. 21, 1917	Aug. 25, 1917

. & S. G. alum, with insulators from pole No. 5 to Jct. pole No. 38, owned by London local Hydro.
ydro.
. & S.G. Alum, together with insulators, cross arms and poles owned by London Local Hydro.
oles, etc.. owned by London Local Hydro.
oles, etc., owned by London Local Hydro.
wned by London Local Hydro.

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Volt-age
								Lines terminating
N.	L.T.							
5 x 501	32	Guelph struct. on sta...	Property.....	40	120	0.08	5	13,200
562 x 2	31	Pole No. 70, N562.....	Ont. Agric. College...	40	120	0.10	8	13,200
565 x 5	57A	Pole No. 155, N565....	Prison Farm.....	40	120	0.08	3	13,200
								Lines terminating
564 x 33	86	Pole No. 776, N564....	Elora dist. sta.....	40	120	1.18	57	13,200
564 x 34	87	Pole No. 776, N564....	Fergus dist. sta.....	35	120	1.96	92	13,200
566 x 36	66	Pole No. 453, N566....	Rockwood dist. sta....	35	120	1.64	77	13,200
567 x 37	59	Pole No. 717, N567....	Acton dist. sta.....	40	120	0.07	5	13,200
568 x 38	94	Pole No. 1005, N568...	Cheltenham dist. sta..	35	132	5.06	218	13,200
568 x 39	65	Pole No. 1005, N568...	Georgetown dist. sta..	40	120	2.68	121	13,200
								Lines terminating
5 x 562	31	Guelph trans. sta.....	Pole No. 70, N562....	40	120	1.46	70	13,200
562 x 63	57	Pole No. 70, N562.....	Pole No. 118, N563...	40	120	1.07	48	13,200
563 x 64	85	Pole No. 118, N563....	Pole No. 776, N564...	40	120	14.64	658	13,200
563 x 65	57	Pole No. 118, N563....	Pole No. 155, N565...	40	120	0.86	37	13,200
565 x 66	58	Pole No. 155, N565....	Pole No. 453, N566...	40	120	6.41	298	13,200
566 x 67	59	Pole No. 453, N566....	Pole No. 717, N567...	40	120	5.78	264	13,200
567 x 68	65	Pole No. 717, N567....	Pole No. 1005, N568..	40	120	6.37	288	13,200

NIAGARA SYSTEM—

								Lines terminating
N.	L.T.							
6 x 601	17 & 35	Preston trans. sta.....	Preston corp. sta.....	35	120	0.14	11	13,200
601 x 2	35	Preston corp. sta.....	G.P. & H. Rly.....	40	120	0.12	6	13,200
664 x 3	16	Pole No. 99, N664.....	Galt mun. sta.....	40	120	3.75	175	13,200
664 x 4	15	Pole No. 99, N664.....	Hespeler mun. sta.....	40	120	2.09	99	13,200
6-D1-5	.....	Preston trans. sta.....	Freeport Sanitarium..	30	132	3.23	136	4,000
6-D1-1	72, 72A, & 72B	Preston trans. sta.....	Breslau.....	40	120	6.35	292	6,600
								Lines terminating
6 x 664	14	Preston trans. sta.....	Pole No. 99, N664....	45	120	2.04	99	13,200

NOTE.—N664 x 3, L.T. 16, 63 poles from No. 212 to No. 274 inclusive were supplied and erected by N6-01-5, — 2 poles, No. 11 and No. 12, supplied by Preston local Hydro.

OF LINES

GUELPH DISTRICT—SYMBOL N5

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
3	1/0 B. & S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	.....	Aug. 7, 1911	Sept. 4, 1911
1	1/0 B. & S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 793	July 21, 1911	Nov. 9, 1911
1	2 B.&S.G.S.R. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	May 14, 1913	Sept. 4, 1913
at distributing stations						
1	3/0 B. & S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Aug. 18, 1914	Oct. 22, 1914
1	3/0 B. & S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Aug. 1, 1914	Oct. 22, 1914
1	2 B.&S.G.S.R. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	May 6, 1913	Aug. 1, 1913
1	3/0 B.&S.G.S.R.al'm	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	1/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	.....	June 10, 1914	July 3, 1914
1	3/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Mar. 11, 1913	Aug. 1, 1913
at junctions						
2	1-1/0 B.&S.G. alum. 1-3/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 793	July 21, 1911	Nov. 9, 1911
2	1-3/0 B.&S.G. alum. 1-3/0 B.&S.G.S.R. alum.....	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	June 3, 1914	Oct. 22, 1914
1	3/0 B.&S.G.S.R.al'm	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 B.&S.G.S.R.al'm	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 B.&S.G.S.R.al'm	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Aug. 19, 1912	Dec. 14, 1912
1	3/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Mar. 11, 1913	Aug. 1, 1913

PRESTON DISTRICT—SYMBOL N6

at customers

2	1/0 B.&S.G. alum. 2 B.&S.G. copper 1/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Built by Preston Corp.	
2	1/0 B.&S.G.S.R.al'm	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Mar. 13, 1911	Mar. 21, 1911
2	4/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Oct. 8, 1910	Jan. 19, 1911
1	2 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Oct. 8, 1910	Dec. 30, 1910
1	6 B.&S.G.S.R. alum.	None	3x13 galv. steel	C.P. 505	June 1, 1921	July 23, 1921
1	2 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	.....	April 4, 1913	Dec. 23, 1913

at junctions

3	1-2 B.&S.G. alum. 2-4/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	Oct. 8, 1910	Jan. 19, 1911

Galt local Hydro.

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
N. 762 x 1	L.T. 6	Pole No. 10, N762.....	Kitchener mun. sta..	45	120	0.76	34	13,200
762 x 2	5	Pole No. 9, N762.....	Waterloo mun. sta....	40	120	1.64	79	13,200
735 x 6	44	Baden dist. sta.....	Wellesley.....	30	150	7.92	252	4,000
738 x 8	52 52A & 52B	Metering sta.....	Petersburg and St. Agatha	.....	.....	.....	76	4,000
								Lines terminating
702 x 33	71	Waterloo mun. sta.....	St. Jacobs dist. sta....	40	120	6.28	299	13,200
733 x 34	71	St. Jacobs dist. sta.....	Elmira dist. sta.....	40	120	4.62	218	13,200
765 x 35	7A	Pole No. 405, N765....	Baden dist. sta.....	40	120	0.11	7	13,200
766 x 37	7	Pole No. 463, N766....	New Hamburg dist.sta	40	120	1.89	92	13,200
								Lines terminating
7 x 762	4	Kitchener trans. sta....	Pole No. 9, N762.....	40	120	0.18	10	13,200
7 x 765	7	Kitchener trans. sta....	Pole No. 405, N765...	40	120	9.09	405	13,200
765 x 66	7	Pole No. 405, N765....	Pole No. 463, N766..	40	120	1.29	58	13,200

NOTE.—N762 x 1, L.T. 6, 35 poles, from No. 10 to No. 44 inclusive, were supplied and erected
N7 x 762, L.T. 4, 5 poles, from No. 5 to No. 9 inclusive, were supplied and erected by
N762 x 2, L.T. 5, 9 poles, from No. 80 to No. 88 inclusive, were supplied and erected

NIAGARA SYSTEM—

								Lines terminating
N. 863 x 3	L.T. 30	Pole No. 647, N863....	Mitchell mun. sta.....	40	120	1.27	59	26,400
834 x 4	158	Dublin dist. sta.....	Dublin.....	30	150	1.26	47	4,000
865 x 5	29	Pole No. 1153, N865...	Seaforth mun. sta.....	40	120	1.50	74	26,400
866 x 6	28	Pole No. 1550, N866...	Clinton mun. sta.....	40	120	1.27	62	26,400
873 x 12	180	Pole No. 263, N873....	Moorefield.....	30	150	1.36	52	4,000
866 x 7	150	Pole No. 1550, N866...	Goderich mun. sta....	40	120	13.61	610	26,400
873 x 13	178	Pole No. 263, N873....	Drayton.....	30	150	3.54	123	4,000
								Lines terminating
8 x 832	125	Stratford trans. sta.....	Tavistock dist. sta....	35	132	9.72	398	26,400
863 x 34	148	Pole No. 647, N863....	Dublin dist. sta.....	40	120	5.08	224	26,400
868 x 38	139	Pole No. 802, N868....	Milverton dist. sta....	35	132	0.96	38	26,400
869 x 39	141	Pole No. 1314, N869...	Listowel dist. sta.....	35	132	2.77	120	26,400
871 x 40	142	Pole No. 1726, N871...	Palmerston dist. sta...	35	132	0.42	18	26,400
871 x 41	143	Pole No. 1726, N871...	Harriston dist. sta....	35	132	6.12	260	26,400
								Lines terminating
867 x 63	147	Pole No. 311, N867....	Pole No. 647, N863...	40	120	7.61	336	26,400
834 x 65	148	Dublin dist. sta.....	Pole No. 1153, N865..	40	120	6.28	282	26,400
865 x 66	149	Pole No. 1153, N865...	Pole No. 1550, N866..	40	120	8.84	397	26,400
8 x 867	146	Stratford trans. sta.....	Pole No. 311, N867...	40	120	6.81	311	26,400
867 x 68	138	Pole No. 311, N867....	Pole No. 802, N868...	35	132	11.92	491	26,400
868 x 69	140	Pole No. 802, N868....	Pole No. 1314, N869..	35	132	12.83	512	26,400
869 x 70	142	Pole No. 1314, N869...	Pole No. 1657, N870..	35	132	8.40	343	26,400
872 x 71	142	Pole No. 1687, N872...	Pole No. 1726, N871..	35	132	0.84	39	26,400
870 x 72	142	Pole No. 1657, N870...	Pole No. 1687, N872..	35	132	0.78	30	26,400
840 x 73	178	Palmerston dist. sta....	Pole No. 263, N873...	30	150	7.09	237	4,000

OF LINES

KITCHENER DISTRICT—SYMBOL N7

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	O.B. 12546 Thom 2041	Aug. 25, 1910	Sept. 11, 1910
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	O.B. 12546 Thom 2041	Sept. 11, 1910	Nov. 25, 1910
1	4 B.&S.G. copper	None	6 B.W.G.galv.iron	O.B. 9403	May 16, 1916	Oct. 23, 1916
.....	.....	None	None	.....	.....	.....
at distributing stations						
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	May 17, 1913	Oct. 25, 1913
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	May 17, 1913	Oct. 25, 1913
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	.....	May, 1912
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911
at junctions						
4	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	O.B. 12546 Thom 2041	Aug. 25, 1910	Sept. 11, 1910
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Sept. 11, 1910	Feb. 3, 1911

by Kitchener local Hydro.
Kitchener local Hydro.
by Waterloo local Hydro.

STRATFORD DISTRICT—SYMBOL N8

at customers						
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Mar. 24, 1911	Aug. 3, 1911
1	6 B.&S.G. M.H.D. copper.....	None	6 B.W.G.galv.iron	C.P. 259	June 8, 1917	Sept. 25, 1917
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Mar. 25, 1911	Sept. 13, 1911
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	April 6, 1911	Aug. 4, 1911
1	6 B.&S.G. copper	None	6 B.W.G.galv.iron	C.P. 505	Dec. 1, 1917	Feb. 22, 1918
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	4 B.&S.G. copper	None	6 B.W.G.galv.iron	C.P. 505	Oct. 24, 1917	Feb. 22, 1918
at distributing stations						
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	6 B.W.G.galv.iron	C.P. 133	Sept. 9, 1915	Oct. 26, 1916
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 15, 1915	May 18, 1916
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 28, 1915	May 27, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Dec. 10, 1915	June 30, 1916
at junctions						
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 B.&S.G. alum.	10 B.&S.C.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	April 23, 1913	Dec. 23, 1914
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Sept. 20, 1915	May 18, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 13, 1915	May 27, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	1/0 B.&S.G.S.R.al'm	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Oct. 14, 1915	June 6, 1916
1	4 B.&S.G. copper	None	6 B.W.G.galv.iron	C.P. 505	Oct. 24, 1917	Feb. 22, 1918

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
N. 961 x 32	L.T. 46	Pole No. 33, N961.....	St. Marys Portland Cement Co. dist.sta.	40	120	1.55	49	13,200
								Lines terminating
9 x 961	46	St. Marys trans. sta....	Pole No. 33, N961....	40	120	0.67	33	13,200

NOTE.—N9 x 961, L.T. 46, 29 poles, from pole No. 4 to pole No. 32 inclusive, owned by St. Marys

NIAGARA SYSTEM—

								Lines terminating
N. 1062 x 2	L.T. 109	Pole No. 76, N1062....	W.T.V. & I. Rly.....	.....	.....	0.02	2	13,200
1073 x 5	8	Pole No. 324, N1073...	Ingersoll mun. sta....	40	120	2.80	131	13,200
1036 x 7	11B	Norwich dist. sta.....	Burgessville.....	30	160	3.25	115	2,300
1036 x 8	11A	Norwich dist. sta.....	Otterville.....	30	160	4.50	158	2,300
1066 x 9	10	Pole No. 508, N1066...	Tillsonburg mun. sta..	40	120	10.30	467	13,200
1009 x 70 / 1070 x 10	200-205	Tillsonburg.....	Springfield.....	30	160	12.54	418	4,000
1034 x 13	42	Beachville dist. sta.....	Beachville White Lime Co.	.....	.....	1.00	.....	2,200
								Lines terminating
1064 x 33	106	Pole No. 289, N1064...	Embro dist. sta.....	35	132	6.04	256	13.200
1064 x 34	45	Pole No. 289, N1064...	Beachville dist. sta....	30	50	0.01	1	13,200
1066 x 36	11	Pole No. 508, N1066...	Norwich dist. sta.....	40	120	4.59	208	13,200
								Lines terminating
10 x 1062	8	Woodstock trans. sta...	Pole No. 76, N1062...	40	120	1.57	76	13,200
1062 x 64	8	Pole No. 76, N1062....	Pole No. 289, N1064..	40	120	4.70	213	13,200
10 x 1066	9	Woodstock trans. sta...	Pole No. 508, N1066..	40	120	11.08	508	13,200
1064 x 73	8	Pole No. 289, N1064...	Pole No. 324, N1073..	40	120	.83	35	13,200

NIAGARA SYSTEM—

								Lines terminating
N. 11 x 1101	L.T. 12	St. Thomas trans. sta. .	St. Thomas mun. sta..	40	120	1.13	47	13,200
1135 x 6	154	West Lorne dist. sta....	Rodney.....	30	132	4.00	161	4,000

OF LINES

ST. MARYS DISTRICT—SYMBOL N9

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at distributing stations						
1	3/0 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	June 15, 1912	Sept. 7, 1912
at junctions						
1	3/0 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	June 15, 1912	Sept. 7, 1912

local Hydro.

WOODSTOCK DISTRICT—SYMBOL N10

at customers						
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 136	Sept. 12, 1914	Sept. 13 1914
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
1	6 B.&S.G. copper	None	1/4" galv. steel	.....	.....	Dec. 7, 1916
1	6 B.&S.G. copper	None	1/4" galv. steel	.....	.....	1916
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Jan. 2, 1911	April 29, 1911
1	6 B.&S.G. copper	None	1/4" galv. steel	.....	Nov. 23, 1916	July 1, 1917
1	2 B.&S.G. alum.	None	None	.....	.....	.....
at distributing stations						
1	1/4" galv. steel	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 136	Oct. 1, 1914	Dec. 22, 1914
1	1/0 B.&S.G. alum.	.....	1/4" galv. steel	Thom 2041	June 1, 1912	Oct. 21, 1917
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Feb. 13, 1911	Mar. 30, 1911
at junctions						
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Jan. 2, 1911	April 29, 1911
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Nov. 14, 1910	Mar. 28, 1911

ST. THOMAS DISTRICT—SYMBOL N11

at customers						
2	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2041	Dec. 14, 1910	Dec. 30, 1910
1	6 B.&S.G. M.H.D. copper	None	6 B.W.G.galv.iron	C.P. 259	Jan. 2, 1917	Jan. 15, 1917

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Volt-age
								Lines terminating
1134 x 35	153	Dutton dist. sta.....	West Lorne dist. sta. .	30	132	7.60	312	13,200
1168 x 37	41	Pole No. 112, N1168...	Port Stanley dist. sta.	35	120	10.03	462	13,200
1168 x 38	174	Pole No. 112, N1168...	Aylmer dist. sta.....	35	132	9.60	405	13,200
1162 x 34	121	Pole No. 4, N1162.....	Dutton dist. sta.....	30	132	18.33	756	13,200
								Lines terminating
11 x 1162	121	St. Thomas trans. sta. .	Pole No. 5, N1162....	30	132	0.04	4	13,200
11 x 1168	41	St. Thomas trans. sta. .	Pole No. 112, N1168..	35	120	2.24	112	13,200

NOTE.—N11 x 1101, L.T. 12, 23 poles, No. 25 to No. 47 inclusive, were supplied and erected by

NIAGARA SYSTEM—

N.	L.T.							
								Lines terminating
1262 x 1	69	Pole No. 246, N1262..	Brantford mun. sta. ..	40	120	1.47	72	26,400
1262 x 2	69A	Pole No. 246, N1262..	L.E. & N. Ry.....	45	125	0.24	13	26,400
12 x 1203	128	Brant trans. sta.....	St. George.....	30	132	9.19	199	4,000
1267 x 6	114	Pole No. 1230, N1267	Simcoe mun. sta.....	35	132	0.06	5	26,400
1267 x 7	114A	Pole No. 1230, N1267	L.E. & N. Ry, Simcoe	45	120	0.25	11	26,400
1268 x 8	68	Pole No. 40, N1268...	Paris mun. sta.....	40	120	2.44	110	26,400
1274 x 12	92	Pole No. 714, N1274..	Plattsville.....	35	132	6.84	269	4,000
1241 x 13	91	Drumbo dist. sta.....	Princeton.....	35	132	5.65	234	4,000
1274 x 14	184	Pole No. 714, N1274..	Wolverton Mills.....	35	132	1.81	1	4,000
1206 x 15	.....	Simcoe dist. sta.....	Port Dover.....	35	160	7.00	207	4,000
12 x 1216	.....	Brant trans. sta.....	Brantford Sand & Gravel Co.....	30	....	2.27	3	4,000
								Lines terminating
1264 x 34	112	Pole No. 253, N1264..	Burford dist. sta.....	35	132	3.48	142	26,400
1265 x 35	113A	Pole No. 869, N1265..	Waterford dist. sta....	40	132	0.09	4	26,400
1270 x 40	89	Pole No. 448, N1270..	Ayr dist. sta.....	35	120	1.20	56	26,400
1272 x 41	90	Pole No. 713, N1272..	Drumbo dist. sta.....	35	132	0.50	21	26,400
								Lines terminating
12 x 1261	69	Brant trans. sta.....	Pole No. 19, N1261...	40	120	0.33	17 } * 19 }	26,400
1261 x 76	69	Pole No. 19, N1261...	Pole No. 108, N1276..	40	120	1.92	89	26,400
1268 x 64	111	Pole No. 40, N1268...	Pole No. 253, N1264..	35	132	5.86	228	26,400
1264 x 65	113	Pole No. 253, N1264..	Pole No. 869, N1265..	35	132	15.06	616	26,400
1275 x 67	114	Pole No. 1145, N1275.	Pole No. 1230, N1267.	35	132	2.02	85	26,400
1265 x 75	114	Pole No. 869, N1265..	Pole No. 1145, N1275.	35	132	6.79	276	26,400
1261 x 68	68	Pole No. 19, N1261...	Pole No. 40, N1268...	40	120	0.44	21	26,400
1208 x 69	88	Paris mun. sta.....	Pole No. 196, N1269..	35	132	1.09	49	26,400
1269 x 70	88	Pole No. 196, N1269..	Pole No. 448, N1270..	35	132	6.14	252	26,400
1270 x 71	90	Pole No. 448, N1270..	Pole No. 636, N1271..	35	132	4.53	188	26,400
1271 x 72	90	Pole No. 636, N1271..	Pole No. 713, N1272..	35	132	1.80	77	26,400
1241 x 74	92	Drumbo dist. sta.....	Pole No. 714, N1274..	35	132	0.49	21	4,000
1276 x 62	69	Pole No. 108, N1276..	Pole No. 246, N1262..	40	120	2.94	188	26,400

NOTE.—N12 x 1216—This line is carried on 3 new poles, erected on Brant sta. property. The line is then carried on L.T. 111 poles from No. 3 to No. 17, then on is owned by the Gravel Co.

N1206 x 15—This line is carried on L.T. 114 poles from Simcoe mun. sta. to Jct. pole

*Independent poles.

OF LINES

ST. THOMAS DISTRICT—SYMBOL N11—continued

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at distributing stations						
1	1/0 B.&S.G.S.R.al'm	None	None	C.P. 136	Dec. 4, 1916	Dec. 22, 1916
1	2 B.&S.G. alum.	8 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Oct. 16, 1911	Mar. 9, 1912
1	¼" galv. steel	9 B.W.G. galv. iron	¼" galv. steel	C.P. 889	Aug. 27, 1917	Feb. 11, 1918
1	1/0 B.&S.G. alum.	None	None	C.P. 136	May 3, 1915	Aug. 27, 1915
at junctions						
1	1/0 B.&S.G. alum.	None	None	C.P. 136	May 3, 1915	Aug. 27, 1915
1	2 B.&S.G. alum.	8 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Oct. 16, 1911	Mar. 9, 1912

St. Thomas local Hydro.

BRANT DISTRICT—SYMBOL N12

at customers						
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
2	2 B.&S.G.S.R. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	O.B. 11622	Sept. 9, 1921	Sept. 21, 1921
1	2 B.&S.G.S.R. alum.	None	¼" galv. steel	O.B. 9403	July 1, 1915	Aug. 17, 1915
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 26, 1914	May 9, 1915
1	2 B.&S.G.S.R. alum.	10 B.W.G.galv.iron	¼" galv. steel	C.P. 133	.....	July 14, 1916
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Nov. 11, 1913	Jan. 3, 1914
1	4 B.&S.G. copper	None	¼" galv. steel	Parker2822	Aug. 17, 1914	Dec. 1, 1914
1	6 B.&S.G. copper	None	¼" galv. steel	Parker2822	Aug. 17, 1914	Dec. 18, 1914
1	6 B.&S.G. M.H.D. copper	None	None	C.P. 105	Sept. 18, 1918	Oct. 22, 1918
1	2 B.&S.G.S.R. alum.	None	3x13 galv. steel	C.P. 105	July 6, 1921	Nov. 8, 1921
1	6 B.&S.G. copper	.....	.....	Thom 2041	Nov. 17, 1921	Jan. 15, 1922
at distributing stations						
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 21, 1914	May 6, 1915
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 21, 1914	May 10, 1915
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Sept. 15, 1914	Dec. 1, 1914
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	July 13, 1914	Dec. 1, 1914
at junctions						
4	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914
1	2 B.&S.G.S.R. alum.	10 B.&S.G. copper	¼" galv. steel	C.P. 102	Nov. 6, 1914	May 6, 1915
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 21, 1914	May 10, 1915
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 26, 1914	May 9, 1915
1	2 B.&S.G.S.R. alum.	10 B.&S.G.h.d. cop.	¼" galv. steel	C.P. 102	Nov. 26, 1914	May 9, 1915
3	1-cir. 2 B.&S.G.S.R. alum. 2-cirs., 3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Nov. 11, 1913	Jan. 3, 1914
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	July 21, 1914	Dec. 1, 1914
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	July 21, 1914	Dec. 1, 1914
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	July 13, 1914	Dec. 1, 1914
1	1/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	July 13, 1914	Dec. 1, 1914
1	4 B.&S.G. copper	None	¼" galv. steel	Parker2822	Aug. 17, 1914	Dec. 1, 1914
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	C.P. 102	Dec. 15, 1913	Jan. 17, 1914

L.T. 69 poles from No. 20 to No. 108. From pole No. 108 to the Brantford Sand and Gravel Co., the line No. 1145—90 poles.

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Volt-age
								Lines terminating
N.	L.T.							
1331 x 2	26&26A	Port Credit dist. sta...	Port Credit Brick Wks	45	120	0.88	43	2,200
1363 x 3	163	Pole No. 30.....	Shale Brick Co.....	55	120	1.22	59	13,200
1368 x 4	27	Pole No. 230.....	Brampton mun. sta...	40	120	6.17	276	13,200
1367 x 5	79A	Pole No. 27.....	Milton Br., Streetsville	35	120	0.77	36	4,000
1370 x 7	181	Pole No. 52.....	Tor. Milling Co.....	25	120	0.72	33	4,000
1369 x 8	62	Pole No. 381.....	Milton mun. sta.....	40	120	13.36	592	13,200
1370 x 11	214	Pole No. 52.....	W. D. Reid & Sons...	30	132	0.22	9	4,000
1305 x 6	79A	Milton Brick Co., Streetsville	Streetsville Brick Co..	.....	.....	.....	.....	.....
								Lines terminating
1362 x 31	26	Pole No. 84, N1362...	Port Credit dist. sta...	40	120	0.32	16	13,200
1369 x 39	79	Pole No. 381, N1369..	Streetsville dist. sta...	45	120	0.41	19	13,200
								Lines terminating
13 x 1361	26	Cooksville trans. sta. .	Pole No. 6, N1361....	40	120	0.08	6	13,200
1361 x 62	26	Pole No. 6, N1361....	Pole No. 84, N1362...	40	120	1.79	78	13,200
13 x 1363	27	Cooksville trans. sta. .	Pole No. 30, N1363...	40	120	0.57	30	13,200
1363 x 64	27	Pole No. 30, N1363...	Pole No. 89, N1364...	40	120	1.32	59	13,200
1339 x 67	79A	Streetsville dist. sta...	Pole No. 27, N1367...	35	120	0.53	22	4,000
1364 x 68	27	Pole No. 89, N1364...	Pole No. 230, N1368..	40	120	3.18	141	13,200
1368 x 69	62	Pole No. 230, N1368..	Pole No. 381, N1369..	40	120	3.36	151	13,200
1362x1661	36	Pole No. 84, N1362...	Pole No. 332, N1661..	45	120	5.48	250	13,200
1367x70	181	Pole No. 27, N1367...	Pole No. 52, N1670...	25	120	0.51	25	4,000

OF LINES

COOKSVILLE DISTRICT—SYMBOL N13

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	April 5, 1911	July 23, 1911
1	2 B.&S.G.S.R. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Mar. 6, 1917	April 22, 1917
2	2/0 B.&S.G.S.R.al'm	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Feb. 15, 1911	May 6, 1911
1	6 B.&S.G. copper	None	6 B.W.G.galv.iron	.....	.....	.....
1	6 B.&S.G. copper	None	6 B.W.G.galv.iron	C.P. 105	Feb. 2, 1918	Mar. 9, 1918
1	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Nov. 25, 1912	Mar. 13, 1913
1	6 B.&S.G. copper	None	¼" galv. steel	C.P. 105	Dec. 22, 1919	Jan. 4, 1920
.....	.....	.....	.....	.....	.....	.....
at distributing stations						
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Feb. 24, 1911	July 10, 1911
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Nov. 1, 1913	Nov. 24, 1913
at junctions						
3	1-cir. 4 B.&S.G. copper 2-cirs. 2 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	O.B. 12546 Thom 2041	Feb. 24, 1911	July 10, 1911
2	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	O.B. 12546 Thom 2041	Feb. 24, 1911	July 10, 1911
3	2-cir. 3/0 B.&S.G. S.R. alum. 1-cir. 2 B.&S.G. S.R. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	O.B. 12546 Thom 2041	Feb. 15, 1911	May 6, 1911
2	3/0 B.&S.G.S.R.al'm	10 B.&S.G.c.c. steel	¼" galv. steel	O.B. 12546 Thom 2041	Feb. 15, 1911	May 6, 1911
1	6 B.&S.G. copper	None	6 B.W.G.galv.iron	.....	.....	.....
2	3/0 B.&S.G.S.R.al'm	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Feb. 15, 1911	May 6, 1911
1	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	¼" galv. steel	Thom 2041	Nov. 25, 1912	Mar. 13, 1913
2	1-2 B.&S.G.S.R.al'm 1-2 B.&.S.G. alum.	8 B.&S.G.c.c. steel	¼" galv. steel	O.B. 12546 Thom 2041	April 26, 1911	Feb. 29, 1912
1	6 B.&S.G. copper	None	6 B.W.G.galv.iron	C.P. 105	Feb. 2, 1918	Mar. 9, 1913

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
N.	L.T.							
1462 x 1	84	Pole No. 41, N1462....	Chatham mun. sta....	40	120	1.11	59	26,400
1432 x 3	115	Tilbury dist. sta.....	Comber.....	30	132	7.26	306	4,000
1435 x 6	122	Ridgetown dist. sta....	Highgate.....	30	120	6.18	10	4,000
1443 x 14	137	Petrolia dist. sta.....	Wyoming.....	25	132	7.92	26	4,000
1477 x 17	135	Pole No. 2304, N1477..	Sarnia mun. sta.....	35	125	7.73	333	26,400
1438 x 19	212	Bothwell dist. sta.....	Newbury.....	30	160	5.93	210	4,000
1419 x 20	213	Newbury.....	Glencoe.....	30	160	5.89	199	4,000
1419 x 21	.....	Newbury.....	Wardsville.....	30	160	2.07	72	2,300
1477 x 48	.....	Pole No. 2304, N1477..	Petrolia Water Works	35	125	3.56	151	26,400
1483 x 23	.....	Pole No. 847, N1483...	Dom. Sugar Co., Wallaceburg	40	125	.81	35	26,400
1445 x 24	.....	Forest dist. sta.....	Thedford.....	30	160	11.50	391	4,000
1446 x 22	.....	Watford dist. sta.....	Alvinston.....	30	160	10.60	334	4,000
								Lines terminating
1462 x 32	101	Pole No. 41, N1462....	Tilbury dist. sta.....	35	132	16.98	84	26,400
1468 x 34	126	Pole No. 69, N1468....	Blenheim dist. sta.....	35	132	9.52	388	26,400
1466 x 35	127	Pole No. 783, N1466...	Ridgetown dist. sta...	35	132	0.43	20	26,400
1467 x 37	123	Pole No. 676, N1467...	Thamesville dist. sta..	35	132	0.09	6	26,400
1467 x 38	124	Pole No. 676, N1467...	Bothwell dist. sta.....	35	132	9.83	407	26,400
1469 x 39	104	Pole No. 520, N1469...	Wallaceburg dist. sta..	40	120	8.50	385	26,400
1470 x 40	105	Pole No. 795, N1470...	Dresden dist. sta.....	40	132	0.68	33	26,400
1471 x 41	172	Pole No. 1445A, N1471	Oil Springs dist. sta...	35	132	1.42	63	26,400
1471 x 42	173	Pole No. 1445A, N1471	Brigden dist. sta.....	35	132	8.88	360	26,400
1471 x 43	131	Pole No. 1445A, N1471	Petrolia dist. sta.....	35	125	6.77	297	26,400
1476 x 45	145	Pole No. 2336, N1476..	Forest dist. sta.....	35	132	10.90	444	26,400
1476 x 46	157	Pole No. 2336, N1476..	Watford dist. sta.....	35	132	10.84	443	26,400
								Lines terminating
14 x 1462	84	Kent trans. sta.....	Pole No. 41, N1462...	40	120	0.82	41	26,400
1468 x 65	123	Pole No. 68, N1468....	Pole No. 470, N1468..	35	132	9.74	402	26,400
1465 x 66	127	Pole No. 470, N1465...	Pole No. 783, N1466..	35	132	7.52	313	26,400
1465 x 67	123	Pole No. 470, N1465...	Pole No. 676, N1467..	35	132	4.78	206	26,400
14 x 1468	102	Kent trans. sta.....	Pole No. 68, N1468...	40	120	1.48	68	26,400
1468 x 69	103	Pole No. 68, N1468....	Pole No. 520, N1469..	40	120	9.98	452	26,400
1469 x 70	105	Pole No. 520, N1469...	Pole No. 795, N1470..	40	132	6.71	275	26,400
1470 x 71	131	Pole No. 795, N1470...	Pole No. 1445A, N1471	35	125	15.05	651	26,400
1475 x 74	145	Pole No. 1962, N1475..	Pole No. 2058, N1474.	35	132	2.35	96	26,400
1443 x 75	132	Petrolia dist. sta.....	Pole No. 1962, N1475.	40	125	4.89	219	26,400
1474 x 76	145	Pole No. 2058, N1474..	Pole No. 2336, N1476.	35	132	6.85	278	26,400
1475 x 77	133	Pole No. 1962, N1475..	Pole No. 2304, N1477.	35	125	7.92	342	26,400

OF LINES

KENT DISTRICT—SYMBOL N14

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
2	2/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 102	Oct. 21, 1914	Feb. 1, 1915
1	2 B.&S.G.S.R. alum.	None	1/4" galv. steel	O.B. 9403	Jan. 14, 1915	April 20, 1915
1	6 B.&S.G. M.H.D. copper	None	6 B.W.G.galv.iron	C.P. 259	Oct. 3, 1916	Nov. 6, 1916
1	6 B.&S.G. M.H.D. copper	None	6 B.W.G.galv.iron	C.P. 259	Sept. 1, 1915	Oct. 4, 1916
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	May 9, 1916	Nov. 10, 1916
1	2 B.&S.G.S.R. alum.	None	9/32" galv. steel	C.P. 105	Jan. 6, 1920	Aug. 13, 1920
1	2 B.&S.G.S.R. alum.	None	9/32" galv. steel	C.P. 105	Feb. 2, 1920	Aug. 13, 1920
1	6 B.&S.G. bare cop.	None	None	C.P. 105	April 15, 1921	June 15, 1921
2	5/16" galv. steel	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 889	Sept. 19, 1922	Nov. 19, 1922
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	5/16" galv. steel	C.P. 133	Oct. 24, 1921	Mar. 1, 1922
1	6 B.&S.G.h.d. cop.	None	1/4" galv. steel	C.P. 105	Apr. 10,, 1922	May 8, 1922
1	2 B.&S.G.S.R. alum.	None	3 x 13 galv. steel	C.P. 105	Nov. 23, 1921	Mar. 22, 1922
at distributing stations						
1	2 B.&S.G.S.R. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	Jan. 13, 1915	Mar. 3, 1915
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	July 2, 1915	Oct. 20, 1915
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	June 24, 1915	Nov. 24, 1915
1	1/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	May 18, 1915	Sept. 14, 1915
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	June 26, 1915	Aug. 17, 1915
2	1-1/0 B.&S.G. alum. 1-3/0 B.&S.G. alum.	10 B.&S.G. h.d.cop.	1/4" galv. steel	C.P. 133	Nov. 6, 1914	Feb. 3, 1915
2	3/0 B.&S.G. alum.	10 B.&S.G. h.d.cop.	1/4" galv. steel	C.P. 133	Nov. 3, 1914	Mar. 30, 1915
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	July 20, 1917	Dec. 5, 1917
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	Aug. 1, 1917	Dec. 6, 1917
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Aug. 30, 1915	April 6, 1916
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	6 B.W.G.galv.iron	C.P. 889	June 26, 1915	Feb. 7, 1917
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	June 9, 1917	Aug. 10, 1917
at junctions						
3	1-cir. 2 B.&S.G.S.R. alum. 2-cirs. 2/0 B.&S.G. al.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 102	Oct. 21, 1914	Feb. 1, 1915
1	1/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	May 18, 1915	Sept. 14, 1915
1	2 B.&S.G.S.R. alum	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	June 24, 1915	Nov. 24, 1915
1	1/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	May 18, 1915	Sept. 14, 1915
3	2-3/0 alum. 1-1/0 B.&S.G. alum.	10 B.&S.G.h.d. cop.	1/4" galv. steel	O.B. 11622 C.P. 133	Oct. 28, 1914	Feb. 3, 1915
2	3/0 B.&S.G. alum.	10 B.&S.G.h.d. cop.	1/4" galv. steel	C.P. 133	Oct. 30, 1914	Feb. 3, 1915
2	3/0 B.&S.G. alum.	10 B.&S.G.h.d. cop.	1/4" galv. steel	C.P. 133	Nov. 3, 1914	Mar. 30, 1915
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Aug. 30, 1915	April 6, 1916
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	6 B.W.G.galv.iron	C.P. 889	June 26, 1915	Feb. 7, 1917
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	Mar. 1, 1916	Nov. 10, 1916
1	6 B.W.G. galv. iron	9 B.W.G. galv. iron	6 B.W.G.galv.iron	C.P. 889	June 26, 1915	Feb. 7, 1917
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 11622	April 6, 1916	Nov. 10, 1916

DESCRIPTION

NIAGARA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
N.	L.T.							
1562 x 1	82	Pole No. 55, N1562....	Windsor mun. sta.....	45	120	2.27	103	26,400
1562 x 2	83	Pole No. 55, N1562....	Walkerville mun. sta..	40	120	1.30	62	26,400
1502 x 5	.....	Walkerville mun. sta...	Riverside.....	35	132	4.60	7	4,000
1505 x 6	.....	Riverside.....	Tecumseth.....	35	132	2.20	2	4,000
1506 x 7	.....	Tecumseth.....	St. Clair Beach.....	.....	.....	1.20	.....	4,000
1538 x 8	.....	Belle River dist. sta....	Belle River.....	30	132	0.14	7	4,000
								Lines terminating
15 x 1533	165	Essex trans. sta.....	Can. Salt. Co. dist. sta.	40	132	8.10	351	26,400
								Lines terminating
15 x 1562	81	Essex trans. sta.....	Pole No. 55, N1562...	45	120	1.10	55	26,400

NIAGARA SYSTEM—

								Lines terminating
N.	L.T.							
1663 x 3	34	Pole No. 564, N1663...	Weston mun. sta.....	40	120	1.62	75	13,200
1634 x 5	108	Woodbridge dist. sta...	Bolton.....	35	132	12.95	540	13,200
1667 x 7	110B	Pole No. 33, N1667....	Asylum Brick Yard...	(Not owned by H. E.P.C.				.....
1631 x 10	.....	Etobicoke dist. sta.....	Goodyear Tire & Rubber Co.	40	100	0.13	6	2,300
								Lines terminating
1666 x 31	155	Pole No. 122, N1666...	Etobicoke dist. sta....	40	125	0.21	10	26,400
1661 x 32	51	Pole No. 332, N1661...	Mimico dist. sta.....	40	120	0.46	18	13,200
1663 x 34	107	Pole No. 564, N1663...	Woodbridge dist. sta..	35	132	6.44	276	13,200
1631 x 2	.....	Etobicoke dist. sta.....	Mimico dist. sta.....	.....	.....	0.40	.....	4,000
								Lines terminating
1631x61	36	Etobicoke dist. sta....	Pole No. 332, N1661..	45	120	0.11	6	13,200
1362x1661	36	Pole No. 84, N1362...	Pole No. 332, N1661..	45	120	5.48	250	13,200
1664x63	34	Pole No. 419, N1664..	Pole No. 564, N1663..	40	120	3.24	145	13,200
16x1666	155	York trans. sta.....	Pole No. 122, N1666..	40	125	2.59	122	26,400
1669x67	110A	Pole No. 12, N1669...	Pole No. 33, N1667...	30	125	0.55	21	2,200
1631x66	216	Etobicoke dist. sta....	Pole No. 122 (Cable only)	.....		0.22	.....	2,200
1632x69	110A	Mimico dist. sta.....	Pole No. 12, N1669...	30	125	0.22	12	2,200
16x1664	.....	York trans. sta.....	Pole No. 419, N1664..	40	120	2.25	104	13,200
1631x69	.....	Etobicoke dist. sta....	Pole No. 12, N1669...	.....	.....	.....	.....	.....

OF LINES

ESSEX DISTRICT—SYMBOL N15

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 102	July 31, 1914	Sept. 18, 1914
2	3/0 B.&S.G. alum	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 102	June 2, 1914	Sept. 6, 1914
1	2 B.&S.G.D.B.W.P. copper	None	None	C.P. 505	.....	Aug. 3, 1922
1	4 B.&S.G.D.B.W.P. copper	None	None	C.P. 105	.....	Aug. 3, 1922
1	6 B.&S.G.D.B.W.P. copper	None	None	C.P. 105	.....	Aug. 3, 1922
1	6 B.&S.G.D.B.W.P. copper	None	6 B.&S.G. bare copper	C.P. 105	Oct. 26, 1922	.....
at distributing stations						
2	1/0 B.&S.G. copper	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	July 10, 1917	Nov. 9, 1917
at junctions						
4	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 102	July 28, 1914	Sept. 6, 1914
YORK DISTRICT—SYMBOL N16						
at customers						
2	2 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	O.B. 12546 Thom 2041	April 19, 1911	July 24, 1911
1	3/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Oct. 20, 1914	Jan. 26, 1915
.....	.....	.....	.....	.....	.....	.....
1	350,000 c.m. W.P. copper	None	None	C.P. 505	April 19, 1922	April 21, 1922
at distributing stations						
2	1/0 B.&S.G. copper	9 B.W.G. galv. iron	9/32" galv. steel	O.B. 11622	Feb. 9, 1917	Oct. 10, 1919
1	2 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	.....	.....
1	1/0 B.&S.G. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Sept. 25, 1914	Dec. 2, 1914
1	2/0 B.&S.G. copper 4/0 B.&S.G. copper	None	None	C.P. 505	.....	Oct. 19, 1921
at junctions						
2	1-2 B.&S.G.S.R. alum 1-2 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	April 26, 1911	Feb. 29, 1912
2	1-2 B.&S.G.S.R. alum 1-2 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	Thom 2041	April 26, 1911	Feb. 29, 1912
2	2 B.&S.G. alum.	8 B.&S.G. c.c. steel	1/4" galv. steel	O.B. 12546 Thom 2041	April 19, 1911	July 24, 1911
2	1/0 B.&S.G. copper	9 B.W.G. galv. iron.	9/32" galv. steel	O.B. 11622	Feb. 9, 1917	Oct. 10, 1919
1	2/0 B.&S.G. copper	None	1/4" galv. steel	O.B. 9403	Oct. 24, 1914	Feb. 17, 1915
1	2/0 B.&S.G. copper	None	.....	.....	.....	.....
1	2/0 B.&S.G. copper	Line disconnected	1/4" galv. steel	O.B. 9403	Oct. 24, 1914	Feb. 17, 1915
2	3/0 B.&S.G. alum. 2/0 B.&S.G. copper	10 B.&S.G. c.c. steel None	5/16" galv. steel None	O.B. 12546	Aug. 3, 1922	Nov. 19, 1922 .....

DESCRIPTION

THOROLD SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
I.	L.T.							
51 x 1	.....	Jct. with O.P.Co. lines..	Thorold dist. sta.....	35	120	1.04	46	12,000

ESSEX COUNTY SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
							Lines terminating	
J.	L.T.							
51 x 1	188	Pole No. 231, J51.....	Canard River dist.sta.	35	160	6.00	190	26,400
52 x 2	190	Pole No. 642, J52.....	Amherstburg dist. sta.	35	160	2.30	78	26,400
52 x 3	191	Pole No. 642, J52.....	Harrow dist. sta.....	35	160	12.75	401	26,400
54 x 4	193	Pole No. 1374, J54....	Kingsville dist. sta....	35	160	0.50	7	26,400
55 x 5	195	Pole No. 1412, J55....	Leamington dist. sta. .	35	160	7.50	289	26,400
56 x 6	187	Pole No. 1605, J56....	Cottam dist. sta.....	35	160	0.80	22	26,400
56 x 7	197	Pole No. 1605, J56....	Essex dist. sta.....	35	160	4.70	157	26,400
{58 x 801	.....	Canard dist. sta.....	H.E.P.C. Petrimoux sub. sta.....	35	132	1.13	46	26,400
							Lines terminating	
15 x 51	185	Essex trans. sta.....	Pole No. 231, J51....	.....	.....	5.30	.....	26,400
		Conductors and Cr	oss Arms only carried	on N	15x15	33 poles		
1 x 52	189	Canard River dist. sta..	Pole No. 642, J22....	35	160	7.25	220	26,400
3 x 54	192	Harrow dist. sta.....	Pole No. 1374, J54....	35	160	9.70	334	26,400
54 x 55	194	Pole No. 1374, J54....	Pole No. 1412, J55...	35	160	0.70	38	26,400
55 x 56	196	Pole No. 1412, J55....	Pole No. 1605, J56...	35	160	5.20	193	26,400

OF LINES

SYMBOL "I"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
1	3 B. & S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	1912

SYMBOL "J"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at distributing stations						
1	1/0 B. & S.G. alum.	None	None	8½" x 10"	April, 1914	Nov., 1914
2	1/0 B.&S.G. alum.	None	None	Similar	July, 1913	Nov., 1914
1	1/0 B.&S.G. alum.	None	None	to O.B.	July, 1913	Nov., 1914
2	1/0 B.&S.G. alum.	None	None	No. 9416	July, 1913	Nov., 1914
1	1/0 B.&S.G. alum.	None	None	No. 9416	May, 1915	Aug., 1915
1	1/0 B.&S.G. alum.	None	None	No. 9416	Aug., 1915	Oct., 1915
1	1/0 B.&S.G. alum.	None	None	No. 9416	Aug., 1915	Sept., 1915
1	2 B.&S.G.S.R. alum.	None	None	C.P. 889	Sept. 7, 1922	Oct. 25, 1922
at junctions						
1	2 B.&S.G. bare str'd copper	None	None	C.P. 889	Sept. 24, 1918	Feb. 1, 1919
1	1/0 B.&S.G. alum.	None	None	8½"x10"	May, 1914	Nov., 1914
1	1/0 B.&S.G. alum.	None	None	Similar	June, 1913	Nov., 1914
1	1/0 B.&S.G. alum.	None	None	to O.B.	July, 1915	Aug., 1915
1	1/0 B.&S.G. alum.	None	None	No. 9416	Aug., 1915	Sept., 1915

DESCRIPTION

ONTARIO POWER COMPANY

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
A								
2 x 71	1 & 2	O.P.Co. trans. sta.....	Niagara River crossing No. 1 Trunk	50′ towers	550	6.01	73	60,000
			No. 2 Trunk	50′ towers	550	6.01	72	60,000
15 x 2	22 & 23	T.P.Co. gen. sta.....	O.P. Co. dist. sta.....	40	120	1.13	60	12,000
2 x 264	A. & B.	O.P. Co. dist. sta.....	Jct. 358, A264.....	35	120	6.80	358	12,000
264 x 76	A. & B.	Jct. 358, A264.....	Jct. 419, A276.....	35	120	1.37	61	12,000
276 x 77	A. & B.	Jct. 419, A276.....	Jct. 443, A277.....	35	120	0.53	24	12,000
277 x 19	A. & B.	Jct. 443, A277.....	Ont. Paper Co.....	35	120	0.42	21	12,000
264 x 4	A. & B.	Jct. 358, A264.....	Port Robinson.....	35	120	2.00	122	12,000
276 x 16	A. & B.	Jct. 419, A276.....	Pilkington Glass Wks.	35	120	0.04	2	12,000
277 x 18	A. & B.	Jct. 443, A277.....	Beaver Board Co.....	35	120	0.04	2	12,000
2 x 261	C. & D.	O.P. Co. dist. sta.....	Jct. 18, A261.....	35	120	0.41	18	12,000
261 x 81	C. & D.	Jct. 18, A261.....	Jct. 76, A281.....	35	120	1.32	58	12,000
270 x 10	C. & D.	Jct. to Ramapo I.W., A270	Ramapo Iron Works..	35	120	0.80	37	12,000
2 x 63	E. & F.	Transformer sta.....	Tie Jct. 12 & 30 k-v., A63	30 & 35	120	13.20	613	30,000
63 x 72	E. & F.	Tie Jct. 12 & 30 k-v., A63	Electro Metals, jct. A72	.....	.....	0.64	.....	30,000
72 x 3	E. & F.	Jct. to Electro Met.A72	Port Colborne sta.....	35	100	5.50	290	30,000
72 x 12	E. & F.	Jct. to Electro Met. A72	Electro Metals Co....	50	120	0.04	1	30,000
272 x 74	G. & H.	Jct. to Elec. Met., A272	Jct. to P.H.Co., A274.	35	120	0.15	7	12,000
273 x 80	G. & H.	Jct. to Can.S.F'y, A273	Jct. to Emp.C.Co.A280	35	120	0.13	6	12,000
63 x 273	G. & H.	Tie Jct. 12 & 30 k-v,A63	Jct. to Can.S.F'y,A273	35	120	0.07	4	12,000
280 x 20	G. & H.	Jct. to Emp.C.Co., A280	Empire Cotton Co....	35	120	1.70	75	12,000
274 x 14	G. & H.	Jct. to P.H. Co., A274	Page Hersey Co.....	35	120	0.20	9	12,000
273 x 13	G. & H.	Jct. to Can.S.F'y., A273	Can. Steel Foundry...	35	120	0.25	14	12,000
272 x 12	G. & H.	Jct. El. M. Co., A272..	Electro Metals Co....	45	120	0.36	16	12,000
274 x 45	G. & H.	Jct. to P.H. Co., A274.	Dain Co. sta.....	35	120	1.29	67	12,000
281 x 72	G. & H.	Jct. to Chippawa, A281	Jct. to El.M.Co., A272	30	120	11.79	519	12,000
	G. & H.	Jct. to Chippawa, A281	Tor. Power Co., tap..	35	120	0.64	28	12,000
280 x 72	G. & H.	Jct. to Emp.C.Co.,A280	Jct. to El.M.Co., A272	35	120	0.25	10	12,000
2 x 268	J. & K.	O.P. Co. dist. sta.....	Jct. to Con.R.Co.A268	35	120	7.52	331	12,000
277 x 17	J. & K.	Con.R.Co. tap, A277 ..	Coniagas Rad. Co....	35	120	0.45	18	12,000
219 x 77	J. & K.	Ontario Paper Co.....	Con.R.Co. tap, A277 .	50	120	0.13	7	12,000
277 x 63	J. & K.	Can.R.Co. tap, A277 ..	Jct. to Thorold, A263.	35	120	0.90	40	12,000
263 x 38	J. & K.	Jct. to Thorold, A263..	Merritton sta.....	35	120	2.20	110	12,000
2 x 209	L. & M.	O.P. Co dist. sta.....	Amer. Cyanamide Co.	35	120	2.60	162	12,000
2 x 269	O. & P.	O.P. Co. dist. sta.....	Jct. to Nia. Falls,A269	35	120	1.84	100	12,000
269 x 9	O. & P.	Jct. to Nia. Falls, A269	Amer. Cyanamide Co.	35	120	0.76	41	12,000
2 x 266	R. & S.	O.P. Co. dist. sta.....	Jct. to C.N.P.Co.A266	35	120	0.74	30	12,000
266 x 81	R. & S.	Jct. to C.N.P. Co. A266	Jct. to Chippawa,A281	35	120	0.98	40	12,000
281 x 6	R. & S.	Jct. to Chippawa, A281	Montrose dist. sta....	35	130	1.23	50	12,000
281 x 65	R. & S.	Jct. to Chippawa, A281	Jct. to N.D.Chip.A265	35	120	2.35	103	12,000
265 x 21	R. & S.	Jct. to N.D. Chip., A265	Chippawa.....	35	120	0.15	7	12,000
	R. & S.	Chippawa sta.....	Norton Co.....	35	120	0.22	10	12,000
16 x 266	R. & S.	Can. Nia. Power Co....	Jct. to C.N.P.Co.A266	.....	.....	.....	30	12,000
364 x 34	W. & X.	Jct. to C.Cork Co.,A364	Can. Cork Co. sta.....	40	120	0.12	6	12,000
3 x 364	W. & X.	Port Colborne Sta.....	Jct. to C.Cork Co.A364	40	120	0.10	6	12,000
363 x 3	Y. & Z.	Jct. to C.Cem.Co.,A363	Can. Cement Co.....	40	120	1.43	67	12,000
364 x 32	Y. & Z.	Jct. to C.Cork Co.,A364	Gov. Elev. sta.....	.....	.....	1.00	.....	12,000
3 x 363	Y. & Z.	Port Colborne sta.....	Jct. to C.Cem.Co.A363	.....	.....	.....	.....	12,000
2 x 201	.....	O.P. Co. dist. sta.....	H.E.P.C. (cable).....	.....	.....	.....	.....	12,000
2 x 207	.....	O.P. Co. dist. sta.....	Nia. Falls W.W.(cable)	.....	.....	.....	.....	2,200
2 x 211	.....	O.P. Co. dist. sta.....	Q.V.N.F. Park (Table	Rock	House)	.....	.....	2,200
N179x19	.....	Port Colborne sta.....	Intern'l Nickel Co....	40	125	1.00	46	30,000

NOTE.—For inter-connected lines at 12,000 volts, see Niagara System (N) Niagara District Sheet

OF LINES

SYSTEM—SYMBOL "A"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
1	820,000 c.m. alum.	12 B.&S.G. copper	None	Thom 14/0 C.P. 2325 C.P. 1530	1904	July 22, 1906
1	820,000 c.m. alum.	.....	None	Thom 14/0 C.P. 2325 C.P. 1530	1904	July 22, 1906
2	500,000 c.m. alum.	None	None	Vic. 407	Oct., 1915	Oct., 1915
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Oct. 12, 1906
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Dec. 11, 1913
1	3 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	Oct. 12, 1906
2	3 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Dec. 11, 1913
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Nov. 5, 1910
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Nov., 5, 1910
1	3 B.&S.G. copper	None	None	Vic. 407	.....	July 14, 1907
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 2872	.....	Sept. 28, 1913
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 2872	.....	.....
2	211,950 c.m. alum.	12 B.&S.G. copper	None	Property of	Dept. of Rys.	and Canals
2	2/0 B.&S.G. copper	.....	None	Vic. 2872	.....	Nov., 1913
2	3 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	Aug. 16, 1913
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum. 173,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	May 3, 1913
2	3 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	1911
2	3 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	1906
2	3 B.&S.G. copper 1/0 B.&S.G. copper	None	None	Vic. 407	.....	.....
1	173,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	Oct., 1912	Aug. 16, 1913
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Nov. 5, 1910
2	345,000 c.m. alum.	.....	None	Vic. 407	.....	April 11, 1909
2	345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	.....
2	345,000 c.m. alum. 500,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Sept. 10, 1912
2	6 B.&S.G. copper	12 B.W.G. galv. iron	None	Vic. 407	.....	May 6, 1908
2	500,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Sept. 10, 1912
2	3 B.&S.G. copper 345,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	May, 6, 1908
2	173,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	Oct. 6, 1912
2	500,000 c.m. alum.	.....	None	Vic. 407	.....	June 24, 1913
2	500,000 a.m. alum.	.....	None	Vic. 407	.....	Mar. 31, 1914
2	500,000 c.m. alum.	.....	None	Vic. 407	.....	Mar. 31, 1914
2	345,000 c.m. alum.	None	None	Vic. 407	.....	Apr. 11, 1909
2	345,000 c.m. alum.	None	None	Vic. 407	.....	Apr. 11, 1909
2	336,400 c.m. S.R.A.C.	None	None	O.B. 12546	.....	Dec. 8, 1919
2	173,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	July 5, 1910
2	173,000 c.m. alum. and iron	12 B.W.G. galv. iron	None	Vic. 407	.....	July 5, 1910
2	173,000 c.m. alum.	Line not in use and	not connected	.....	.....	July 5, 1910
2	Not in use.	.....	None	.....	.....	.....
1	173,000 c.m. alum.	None	None	Vic. 407	.....	Nov. 12, 1911
2	173,000 c.m. alum.	None	None	Vic. 407	.....	Sept. 28, 1913
2	2/0 B.&S.G. copper 173,000 c.m. alum.	12 B.W.G. galv. iron	None	Vic. 407	.....	May 1, 1908
2	211,950 c.m. alum.	Property of Dept. of	Rys. and Canals	.....	.....	Sept. 28, 1913
.....	Cables under Welland	Canal	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
2	.....	None	None	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
2	105,530 c.m. S.R.A.C.	10 B.&S.G. c.c. steel	None	C.P. 1162	Aug., 1922	Sept. 20, 1922

DESCRIPTION

SEVERN SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
S.	S.L.							
67 x 1	16	Pole No. 431, S67.....	Midland dist. sta.....	40	100	5.30	272	22,000
1 x 2	17	Midland dist. sta.....	Penetang dist. sta.....	40	120	3.03	143	22,000
72 x 4	22	Pole No. 1590, S72....	Barrie dist. sta.....	40	120	1.57	64	22,000
60 x 5	9	Pole No. 1786, S60....	Collingwood dist. sta..	40	120	12.04	525	22,000
56 x 6	2	Pole No. 193, S56.....	Coldwater dist. sta....	40	120	1.16	55	22,000
57 x 7	4	Pole No. 903, S57.....	Elmvale dist. sta.....	40	120	0.42	19	22,000
20 x 9	23	Big Chute gen. sta.....	Swift Rapid gen. sta. .	30	120	7.50	328	22,000
60 x 10	8	Pole No. 1786, S60....	Stayner dist. sta.....	40	120	1.50	69	22,000
69 x 19	13	Pole No. 188, S69.....	Victoria Harbor dist. sta.	40	120	1.52	82	22,000
71 x 21	20	Pole No. 401, S71.....	C.P.R. elev. dist. sta..	35	125	1.33	58	22,000
72 x 22	21	Pole No. 1590, S72....	Camp Borden dist. sta	35	132	14.76	604	22,000
84 x 32	29	Pole No. 2701, S84....	Alliston dist. sta.....	40	125	1.82	86	22,000
83 x 33	32	Pole No. 2984, S83....	Beeton dist. sta.....	40	125	1.76	84	22,000
83 x 34	31	Pole No. 2984, S83....	Tottenham dist. sta...	40	125	3.61	177	22,000
87 x 35	27	Pole No. 2282, S87....	Cookstown dist. sta..	40	125	2.24	98	22,000
86 x 36	35	Pole No. 2021, S86....	Thornton dist. sta....	40	125	1.85	81	22,000
62 x 37	34	Pole No. 2451, S62....	Bradford dist. sta.....	40	125	7.25	319	22,000
								Lines terminating
10 x 1002	10	Stayner dist. sta.....	Creemore.....	35	120	7.68	347	4,000
51 x 11	.....	Pole No. 185, S51.....	Tiffin Elevator Co....	40	125	0.41	17	22,000
								Lines terminating
20 x 52	11	Big Chute gen. sta.....	Waubaushene sw. sta.	35	120	12.00	504 527	22,000
57 x 54	5	Pole No. 903, S57.....	Pole No. 1110, S54...	40	120	4.57	207	22,000
52 x 56	1	Waubaushene sw. sta. .	Pole No. 193, S56....	40	120	3.68	163	22,000
56 x 57	3	Pole No. 193, S56.....	Pole No. 903, S57....	40	120	15.86	711	22,000
54 x 60	7	Pole No. 1110, S54....	Pole No. 1786, S60...	40	120	15.07	676	22,000
4 x 61	24	Barrie dist. sta.....	Pole No. 1834, S61...	40	125	3.88	180	22,000
87 x 62	33	Pole No. 2282, S87....	Pole No. 2451, S62...	40	125	3.87	169	22,000
71 x 67	19	Pole No. 401, S71.....	Pole No. 431, S67....	35	100	0.56	30	22,000
52 x 69	12	Waubaushene sw. sta. .	Pole No. 188, S69....	40	100	3.59	188	22,000
69 x 71	14	Pole No. 188, S69.....	Pole No. 401, S71....	40	100	4.03	213	22,000
54 x 72	6	Pole No. 1110, S54....	Pole No. 1590, S72...	40	120	10.76	480	22,000
84 x 83	30	Pole No. 2701, S84....	Pole No. 2984, S83...	40	125	6.30	283	22,000
35 x 84	28	Cookstown dist. sta....	Pole No. 2701, S84...	40	125	7.35	321	22,000
61 x 86	25	Pole No. 1834, S61....	Pole No. 2021, S86...	40	125	4.28	187	22,000
86 x 87	26	Pole No. 2021, S86....	Pole No. 2282, S87...	40	125	5.99	261	22,000

OF LINES

SYMBOL "S"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at stations						
2	1-2/0 B.&S.G. alum. 1-1/0 B.&S.G. s.r. al.	1-12 B.W.G.galv.ir.	1/4" galv. steel	C.P. 889 Pittsburg	April 11, 1917	May 22, 1917
2	2 B.&S.G. std.copper	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 889	June 7, 1911	July 18, 1911
2	2/0 B.&S.G. alum..	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Nov. 6, 1912	April 6, 1913
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 889 Thom 2111	Nov. 1, 1912	Feb. 24, 1913
1	2 B.&S.G. alum.	10 B.&S.G. c.c.steel	1/4" galv. steel	Thom 2111	Sept. 20, 1912	Feb. 24, 1913
1	2 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Feb. 1, 1913	May 27, 1913
1	2 B.&S.G. alum.	10 B.&S.G. copper	5/16" galv. steel	O.B. 9410	.....	.....
1	2 B.&S.G. alum.	10 B.&S.G. c.c.steel	1/4" galv. steel	Thom 2111	Jan. 24, 1913	Feb. 25, 1913
1	2 B.&S.G. alum.	12 B.W.G.galv.iron	1/4" galv. steel	C.P. 188 Pittsburg	.....	.....
2	1/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 12547	Feb. 29, 1916	July 24, 1916
1	6 B.&S.G. M.h.d. copper	9 B.W.G. galv. iron	6 B.W.G.galv.iron	C.P. 136	May 30, 1916	June 29, 1916
1	125,000 c.m.s.r.alum	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Dec. 8, 1917	May 23, 1918
1	5/16" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Feb. 28, 1918	July 26, 1918
1	5/16" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Jan. 30, 1918	Sept. 9, 1918
1	125,000 c.m.s.r.alum	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	Nov. 8, 1917	April 25, 1918
1	5/16" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	June 15, 1918	Oct. 16, 1918
1	5/16" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Mar. 19, 1918	Sept. 16, 1918
at customers						
1	1/0 B.&S.G. alum.	None	1/4" galv. steel	P. 2822	Aug. 15, 1914	Oct. 21, 1914
2	2 B.&S.G. s.r. alum.	9 B.W.G.galv. iron	5/16" galv. steel	C.P. 889	Aug. 25, 1922	Sept. 15, 1922
at junctions						
2	4/0 B.&S.G. alum. 4/0 B.&S.G. s.r. al.	9 B.W.G.galv.iron 12 B.W.G.galv.iron 9 B.W.G.galv.iron	1/4" galv. steel	Thom 2111	.....	1915
2	4/0 B.&S.G. alum.	10 B.&S.G.c.c. steel 9 B.W.G.galv.iron	1/4" galv. steel	Thom 2111	Oct. 20, 1912	Feb. 24, 1913
2	4/0 B.&S.G. alum.	10 B.&S.G.c.c. steel 9 B.W.G.galv.iron	1/4" galv. steel	Thom 2111	Sept. 20, 1912	Feb. 24, 1913
2	4/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111 C.P. 889	Sept. 25, 1912	Feb. 24, 1913
2	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Oct. 23, 1912	Feb. 24, 1913
1	125,000 c.m.s.r.alum	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 889	Sept. 13, 1917	April 25, 1918
1	5/16" galv. steel	9 B.W.G.galv.iron	9/32" galv. steel	C.P. 889	May 29, 1918	Sept. 16, 1918
2	2/0 B.&S.G. alum. 1/0 B.&S.G. s.r. al'm	12 B.W.G.galv.iron	.....	Pittsburg O.B. 12547	.....	.....
2	1/0 B.&S.G. s.r. al'm 2/0 B.&S.G. alum.	12 B.W.G.galv.iron	.....	Pittsburg O.B. 12547	April 1, 1916	July 24, 1916
2	2/0 B.&S.G. alum. 1/0 B.&S.G. s.r. al'm	12 B.W.G.galv.iron	.....	C.P. 133 Pittsburg	Mar. 7, 1916	July 24, 1916
2	2/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Nov. 6, 1912	April 6, 1913
1	5/16" galv. steel	9 B.W.G.galv.iron	9/32" galv. steel	C.P. 889	Jan. 2, 1918	July 26, 1918
1	125,000 c.m.s.r.alum	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 889	Nov. 16, 1917	May 23, 1918
1	125,000 c.m.s.r.alum	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 889	Oct. 6, 1917	April 25, 1918
1	125,000 c.m.s.r.alum	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 889	Oct. 20, 1917	April 25, 1918

DESCRIPTION

EUGENIA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
E.	E.F.L.							
65 x 2	2	Pole No. 1141A, E65 ..	Owen Sound dist. sta..	40	125	5.28	227	22,000
52 x 3	1	Pole No. 316, E52.....	Chatsworth dist. sta. .	40	125	15.27	658	22,000
17 x 4	8	Elmwood dist. sta.	Chesley dist. sta.....	40	125	6.07	259	22,000
55 x 5	9	Pole No. 297, E55.....	Dundalk dist. sta.....	40	125	11.44	499	22,000
56 x 6	25	Pole No. 1015, E56....	Durham Cem. Co. sta.	Line	not in	operation		
57 x 7	4	Pole No. 971, E57.....	Durham dist. sta.....	40	125	0.17	14	22,000
54 x 8	11	Pole No. 1491, E54....	Hanover dist. sta.....	40	125	0.76	33	22,000
59 x 9	5	Pole No. 1326, E59....	Mt. Forest dist. sta...	40	125	7.49	336	22,000
5 x 10	10	Dundalk dist. sta.....	Shelburne dist. sta....	40	125	13.12	565	22,000
64 x 11	20	Pole No. 187, E64.....	Collingwood dist. sta..	35	125	20.17	883	22,000
62 x 12	17	Pole No. 1987, E62....	Orangeville dist. sta...	30	130	0.21	13	22,000
63 x 13	6	Pole No. 1798, E63....	Grand Valley dist. sta.	35	132	8.98	384	22,000
65 x 15	15	Pole No. 1141A, E65 ..	Kilsyth dist. sta.....	40	125	4.80	206	22,000
54 x 17	8	Pole No. 1491, E54.....	Elmwood dist. sta.....	40	125	4.99	214	22,000
55 x 18	4	Dundalk, Pole 297, E55	Priceville dist. sta.....	40	125	5.71	243	22,000
74 x 25	.....	Kinloss No. 2393, E74.	Kincardine dist. sta...	35	132	12.71	517	40,000
74 x 24	.....	Kinloss No. 2393, E74 .	Holyrood dist. sta. ...	35	132	6.20	224	40,000
72 x 22	.....	Wingham No. 2759,E72	Wingham dist. sta....	35	132	4.11	170	40,000
71 x 21	.....	Teeswater,No. 2172,E71	Teeswater dist. sta....	35	132	7.01	284	40,000
76 x 26	.....	Walkerton Quarry, 1977 E76	Walkerton Quarry sta.	35	132	0.25	12	40,000
								Lines terminating
1 x 52	1	Eugenia gen. sta.....	Pole No. 316, E52....	40	125	7.28	316	22,000
58 x 54	7	Pole No. 964, E58.....	Pole No. 1491, E54...	40	125	12.11	527	22,000
1 x 55	3	Eugenia gen. sta.....	Pole No. 297, E55....	40	125	6.78	297	22,000
57 x 56	5	Pole No. 971, E57.....	Pole No. 1015, E56...	40	125	0.84	36	22,000
58 x 57	4	Pole No. 964, E58.....	Pole No. 971, E57....	40	125	0.12	7	22,000
18 x 58	4	Priceville dist. sta.....	Pole No. 964, E58....	40	125	9.97	423	22,000
56 x 59	5	Pole No. 1015, E56....	Pole No. 1326, E59...	40	125	7.36	319	22,000
10 x 60	17	Shelburne dist. sta.....	Pole No. 1380, E60...	30	130	0.49	19	22,000
63 x 62	17	Pole No. 1798, E63....	Pole No. 1987, E62...	30	130	4.50	198	22,000
60 x 63	17	Pole No. 1380, E60....	Pole No. 1798, E63...	30	130	10.20	418	22,000
1 x 64	19	Eugenia gen. sta.....	Pole No. 187, E64....	35	125	4.04	187	22,000
3 x 65	2	Chatsworth dist. sta. ..	Pole No. 1141A, E65 .	40	125	3.92	168	22,000
8 x 70	.....	Hanover dist. sta.....	Pole No. 1822, E70...	40	132	7.27	297	40,000
76 x 71	.....	Pole No. 1977, E76....	Pole No. 2172, E71...	40	132	4.84	195	40,000
21 x 72	.....	Teeswater dist. sta. ...	Pole No. 2758, E72...	35	132	7.53	303	40,000
71 x 74	.....	Pole No. 2172, E71....	Pole No. 2393, E74...	35	132	5.51	222	40,000
70 x 76	.....	Walkerton, Pole No. 1822, E70	Pole No. 1977, E76...	40	132	3.81	155	40,000
8 x 863	26	Hanover dist. sta.....	Pole No. 161, E863...	30	132	2.73	161	4,000

F LINES

YMBOL "E"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
t stations						
2	3/0 B.&S.G. alum.	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 133	April 7, 1915	Nov. 18, 1915
2	3/0 B.&S.G. alum.	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 133	Mar. 17, 1915	Nov. 18, 1915
1	3/0 B.&S.G. alum.	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 133	Dec. 4, 1915	June 18, 1916
1	1/0 B.&S.G. alum.	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 133	May 20, 1915	Nov. 18, 1915
	Dismantled October,	1922				
2	3/0 B.&S.G. alum.	6 B.&S.G.S.R.alum	1/4" galv. steel	C.P. 133	April 13, 1915	Nov. 18, 1915
3	1-1/0 B.&S.G.S.R.al.	9 B.W.G.galv.iron				
	2-3/0 B.&S.G.S.R.al.	6 B.&S.G.S.R.alum	1/4" galv. steel	C.P. 133	Aug. 18, 1916	Sept. 16, 1916
2	1-3/0 B.&S.G. alum.					
	1-5/16" steel	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 133	April 26, 1915	Nov. 18, 1915
1	1/0 B.&S.G. alum.	9 B.W.G.galv. iron	1/4" galv. steel	C.P. 133	June 9, 1915	Nov. 18, 1915
1	1/0 B.&S.G. copper	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	Aug. 14, 1916	Oct. 6, 1916
1	6 B.&S.G. copper	10 B.W.G.galv.iron	.....	C.P. 889 & special	Built by P.R.	Devel. Co.
1	6 B.&S.G. M.H.D. copper	9 B.W.G.galv. iron	1/4" galv. steel	C.P. 889	July 21, 1916	Dec. 1, 1916
1	6 B.W.G. galv. iron	9 B.W.G.galv.iron	1/4" galv. steel	C.P. 889	Nov. 7, 1916	Jan. 1, 1918
1	3/0 B.&S.G. alum.	9 B.W.G.galv. iron	1/4" galv. steel	C.P. 133	Dec. 4, 1915	June 18, 1916
2	3/0 B.&S.G. alum.	6 B.&S.G.S.R.alum	1/4" galv. steel	C.P. 133	April 13, 1915	Nov. 18, 1915
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 1162	Aug. 11, 1920	Jan. 11, 1921
1	5/16" galv. steel	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1162	Sept. 13, 1920	Jan. 11, 1921
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 1162	Oct. 14, 1920	Dec. 21, 1920
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 1162	May 27, 1920	Dec. 19, 1920
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	4 x 12 galv. steel	C.P. 1162	Dec. 1, 1920	Feb. 2, 1921
t junctions						
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	Mar. 17, 1915	Nov. 18, 1915
2	1-3/0 B.&S.G.S.R.al.	6 B.&S.G.S.R. al'm	1/4" galv. steel	C.P. 133	Oct. 19, 1915	June 18, 1916
	1-3/0 B.&S.G. alum.					
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	April 10, 1915	Nov. 18, 1915
2	1-3/0 B.&S.G. alum.					
	1-5/16" steel	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	April 26, 1915	Nov. 18, 1915
2	3/0 B.&S.G. alum.	6 B.&S.G.S.R. al'm	1/4" galv. steel	C.P. 133	April 13, 1915	Nov. 18, 1915
2	3/0 B.&S.G. alum.	6 B.&S.G.S.R. al'm	1/4" galv. steel	C.P. 133	April 13, 1915	Nov. 18, 1915
2	1-3/0 B.&S.G. alum.					
	1-5/16" steel	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	April 26, 1915	Nov. 18, 1915
1	6 B.&S.G. copper	10 B.W.G.galv.iron	.....	C.P. 889 & special	Built by P.R.	Devel. Co.
1	6 B.&S.G. copper	10 B.W.G.galv.iron	.....	C.P. 889 & special	Built by P.R.	Devel. Co.
1	6 B.&S.G. copper	10 B.W.G.galv.iron	.....	C.P. 889 & special	Built by P.R.	Devel. Co.
1	1/0 B.&S.G. copper	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	Aug. 21, 1916	Oct. 6, 1916
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 133	April 7, 1915	Nov. 18, 1915
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 889	May 22, 1920	Dec. 19, 1920
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R.al'm	5/16" galv. steel	C.P. 889 C.P. 1162	June 8, 1920	Dec. 19, 1920
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 1162	July 9, 1920	Dec. 21, 1920
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 1162	July 30, 1920	Jan. 11, 1921
1	1/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	5/16" galv. steel	C.P. 889 C.P. 1162	June 8, 1920	Dec. 19, 1920
1	3/0 B.&S.G.S.R.al'm	None	6 B.W.G.galv.iron	C.P. 105	Nov. 1, 1917	Dec. 12, 1917

DESCRIPTION

EUGENIA SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
E.	E.F.L.							
1 x 101	12	Eugenia gen. sta.	Markdale			7.28		4,000
1 x 102	13	Eugenia gen. sta.	Flesherton			6.78		4,000
7 x 702	14	Durham dist. sta.	Holstein	30	130	2.63	96	4,000
863 x 2	28	Pole No. 161, E863	Neustadt	30	132	2.36	96	4,000
863 x 3	27	Pole No. 161, E863	Carlsruhe	30	132	1.22	57	4,000
10x1002	18	Shelburne dist. sta.	Horning's Mills	30	130	5.53	234	4,000
12x1202	21	Orangeville dist. sta.	Alton's Foundry	30	132	5.75	249	4,000
13x1302	22	Grand Valley dist. sta.	Arthur	30	120	12.36	531	4,000
15x1501	16	Kilsyth dist. sta.	Tara	40	125	6.80	291	4,000
24x2402		Holyrood dist. sta.	Lucknow	30	150	4.76	170	4,000
24x2403		Holyrood dist. sta.	Ripley	30	150	6.14	218	4,000
57x29		Pole No. 1007, E57	J. E. Russell Co.	35		.05	2	22,000

OF LINES

SYMBOL "E"—Continued

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
1	2 B.&S.G.S.R. alum.			O.B. 9403	Dec. 28, 1915	Feb. 8, 1916
1	2 B.&S.G.S.R. alum.			O.B. 9403	June 4, 1915	Nov. 18, 1915
1	2 B.&S.G.S.R. alum.		1/4" galv. steel	O.B. 9403	Dec. 10, 1915	April 3, 1916
1	3/0 B.&S.G. alum.		6 B.W.G.galv.iron	C.P. 105	Oct. 10, 1918	Nov. 17, 1918
1	6 B.&S.G. M.H.D. copper		6 B.W.G.galv.iron	C.P. 505	Sept. 26, 1918	Nov. 17, 1918
1	6 B.&S.G. M.H.D. copper		10 B.W.G.galv.ir.		Built by P.R.	Devel. Co.
1	4 B.&S.G. M.H.D. copper		6 B.W.G.galv.iron	O.B. 9403	Oct. 17, 1916	Nov. 27, 1916
1	4 B.&S.G. M.H.D. copper		6 B.W.G.galv.iron	O.B. 9403	Oct. 30, 1916	Feb. 19, 1917
1	6 B.&S.G. M.H.D. copper	9 B.W.G. galv. iron	1/4" galv. steel...	C.P. 259 Brown	Oct. 12, 1916	Jan. 1, 1918
1	2 B.&S.G.S.R. alum.		1/4" galv. steel...	C.P. 505	Sept. 22, 1920	Jan. 11, 1921
1	2 B.&S.G.S.R. alum.		1/4" galv. steel ...	C.P. 505	Nov. 5, 1920	Jan. 12, 1921
2	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	April 28, 1922	April 30, 1922

DESCRIPTION

WASDELLS SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
W.	W.L.							
52 x 2	2	Pole No. 1203, W52...	Beaverton dist. sta....	40	120	1.49	70	22,000
53 x 3	3	Pole No. 1559, W53...	Cannington dist. sta. .	40	120	1.86	86	22,000
54 x 4	8	Pole No. 183, W54....	Severn Sys. (Longford)	35	132	6.41	267	22,000
56 x 6	.....	Pole No. 1011, W56...	Kirkfield dist. sta.....	35	150	11.34	412	22,000
3 x 7	.....	Cannington dist. sta. .	Greenbank dist. sta...	35	175	15.18	463	22,000
								Lines terminating
54 x 51	1	Pole No. 183, W54....	Pole No. 832, W51. ..	40	120	14.34	649	22,000
56 x 52	1	Pole No. 1011, W56...	Pole No. 1203, W52 ..	40	120	4.32	193	22,000
57 x 53	3	Pole No. 1408, W57. ..	Pole No. 1559, W53...	40	120	3.34	151	22,000
1 x 54	1 & 1A	Wasdells Falls gen. sta.	Pole No. 183, W54 ...	40	120	3.94	183	22,000
51 x 56	1	Pole No. 832, W51.....	Pole No. 1011, W56...	40	120	3.93	178	22,000
52 x 57	3	Pole No. 1203, W52...	Pole No. 1408, W57...	40	120	4.47	205	22,000
7 x 761	.....	Greenbank dist. sta....	Jct. W761.....	30	160	1.75	76	4,000
								Lines terminating
2 x 202	4	Beaverton dist. sta.....	Gamebridge.....	.....	.....	5.81	.....	4,000
202 x 3	5	Gamebridge.....	Brechin.....	.....	.....	3.93	.....	4,000
3 x 302	6	Cannington dist. sta. ..	Woodville.....	30	120	5.15	148	4,000
3 x 303	7	Cannington dist. sta. ..	Sunderland.....	30	120	7.40	335	4,000
6 x 602	.....	Kirkfield dist. sta.....	Kirkfield.....	.....	.....	1.01	.....	4,000
761 x 1	.....	Jct. W761.....	Uxbridge.....	30	160	5.75	208	4,000
761 x 2	.....	Jct. W761.....	Port Perry.....	30	160	4.00	139	4,000

NOTE.—W3 x 7. This line carried on W3 x 303 poles from Cannington dist. sta. to Pole No. 39.

DESCRIPTION

MUSKOKA SYSTEM

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
M.	M.L.							
1 x 2	1	South Falls gen. sta....	Huntsville dist. sta....	35	132	26.32	1,141	22,000

OF LINES

SYMBOL "W"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at stations						
1	1/4" galv. steel	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Mar. 30, 1914	Sept. 28, 1914
1	1/4" galv. steel	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Feb. 18, 1914	Sept. 28, 1914
1	1/0 B.&S.G. alum.	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 136	Feb. 17, 1916	June 4, 1916
1	2 B.&S.G.S.R. alum.	6 B.&S.G.S.R. alum.	9/32" galv. steel	O.B. 12546	Feb. 10, 1920	April 22, 1920
1	5/16" galv. steel	9 B.W.G. galv. iron 6 B.W.G. galv. iron	None	C.P. 133	June 21, 1922	Sept. 29, 1922
at junctions						
1	1/0 B.&S.G.S.R.alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136 C.P. 133 C.P. 136	Jan. 17, 1914	Sept. 28, 1914
1	1/0 B.&S.G.S.R.alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	1/4" galv. steel	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Feb. 18, 1914	Sept. 28, 1914
2	1/0 B.&S.G. alum. 1/0 B.&S.G.S.R.alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136 C.P. 133 C.P. 136	Jan. 17, 1914	Sept. 28, 1914
1	1/0 B.&S.G.S.R.alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 133	Jan. 17, 1914	Sept. 28, 1914
1	2 B.&S.G.S.R. alum.	10 B.&S.G. c.c. steel	1/4" galv. steel	C.P. 136	Feb. 18, 1914	Sept. 28, 1914
1	2/0 B.&S.G.S.R.alum.	None	1/4" galv. steel	C.P. 505	June 21, 1922	Sept. 29, 1922
at customers						
1	1/0 B.&S.G. alum.	None	None	P. 2822	May 2, 1914	Oct. 6, 1914
1	1/0 B.&S.G. alum.	None	None	P. 2822	July 25, 1914	Oct. 6, 1914
1	1/0 B.&S.G. alum.	None	1/4" galv. steel	P. 2822	May 19, 1914	Oct. 19, 1914
1	1/0 B.&S.G. alum.	None	1/4" galv. steel	P. 2822	June 1, 1914	Oct. 19, 1914
1	2 B.&S.G.S.R. alum.	None	None	C.P. 505	April 19, 1920	June 18, 1920
1	2 B.&S.G.S.R. alum.	None	1/4" galv. steel	C.P. 105	June 21, 1922	Sept. 29, 1922
1	2 B.&S.G.S.R. alum.	None	1/4" galv. steel	C.P. 105	June 21, 1922	Sept. 29, 1922

OF LINES

SYMBOL "M"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at stations						
1	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	1/4" galv. steel	O.B. 12547	Aug. 6, 1915	Aug. 15, 1916

DESCRIPTION

ST. LAWRENCE SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines terminating
L.	St. L.							
1462 x 2	.....	Jct. L1462.....	Avonmore.....	.....	.....	.....	.....	.....
1463 x 3	.....	Jct. L1463.....	Maxville.....	45	325	5.17	94	4,000
6 x 601	.....	Toronto Paper Co. dist. sta.....	Howard Smith Paper Mills.....	.....	.....	.....	.....	550
7 x 701	6	Morrisburg met. sta....	Williamsburg.....	.....	.....	6.57	.....	4,000
13 x 1302	.....	Martintown dist. sta...	Lancaster.....	30	160	11.59	399	4,000
72 x 22	.....	Pole No. 564, L72.....	Eugene Phillips Co....	40	175	2.60	67	44,000
								Lines terminating
11 x 1	.....	Mille Roche.....	Cornwall trans. sta....	.....	.....	.....	.....	.....
52 x 2	1A	Pole No. 363½ at Iroquois, L52	Prescott dist. sta.....	40	120	15.33	721	44,000
2 x 3	5	Prescott dist. sta.....	Brockville dist. sta....	40	120	14.08	630	44,000
7 x 4	2	Williamsburg dist. sta..	Winchester dist. sta...	40	120	9.78	449	26,400
4 x 5	3	Winchester dist. sta....	Chesterville dist. sta. .	40	120	6.71	303	26,400
68 x 6	12	Pole No. 85, L68.....	Toronto Paper Co. dist. sta.....	40	176	0.11	5	46,000
54 x 7	2	Pole No. 94, L54.....	Williamsburg dist. sta.	40	120	4.61	204	26,400
66 x 13	.....	Pole No. 143, L66.....	Martintown dist. sta..	45	325	5.55	88	44,000
13 x 14	.....	Martintown dist. sta...	Apple Hill dist. sta....	45	325	5.36	91	44,000
67 x 15	.....	Pole No. 349, L67.....	Alexandria dist. sta...	45	325	8.91	161	44,000
68 x 18	.....	Pole No. 85, L68.....	Cornwall P. & P. Co..	50	132	1.66	73	44,000
								Lines terminating
1 x 51	8	Cornwall trans. sta.....	Pole No. 391, L51....	40	176	12.63	391	46,000
53 x 52	1A	Pole No. 1, L53.....	Pole No. 363½, L52.	40	120	7.63	363	44,000
54 x 53	2	Pole No. 94, L54.....	Pole No. 1, L53.....	40	120	1.96	94	26,400
51 x 54	8	Pole No. 391, L51.....	Pole No. 94, L54.....	40	176	12.76	340	46,000
14 x 1462	.....	Apple Hill dist. sta....	Pole No. 18, L1462.	30	.....	1.04	18	4,000
1462 x 63	.....	Pole No. 18, L1462....	Pole No. 26, L1463.	30	.....	0.58	8	4,000
1 x 66	.....	Cornwall trans. sta....	Pole No. 143, L66....	45	325	8.12	143	44,000
14 x 67	.....	Apple Hill dist. sta....	Pole No. 349, L67....	45	325	1.62	27	44,000
1 x 68	12	Cornwall trans. sta.....	Pole No. 85, L68.....	40	176	2.46	85	46,000

NOTE.—L11 x 1, telephone line only.
L14 x 1462, carried on L14 x 67 poles.
L1462 x 63, carried on L14 x 67 poles.

OF LINES

SYMBOL "L"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at customers						
1	2 B.&S.G.S.R. alum.	None	5/16" galv. steel	C.P. 1725	Oct. 8, 1920	Feb. 22, 1921
1	6 B.&S.G. M.H.D. copper	None	None	C.P. 105	Feb. 22, 1915	Mar. 20, 1915
1	2 B.&S.G.S.R. alum.	None*	1/4" galv. steel	C.P. 105	Nov. 4, 1920	May 25, 1921
1	4/0 B.&S.G.S.R.al'm	3 x 12 galv. steel	None	C.P. 1159 C.P. 1725	Apr. 21, 1922	Sept. 30, 1922
at stations						
1	3 0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Oct. 29, 1912	Oct. 23, 1913
1	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	C.P. 133	Oct. 16, 1914	April 4, 1915
1	5/16" galv. steel	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Sept. 6, 1913	Feb. 7, 1914
1	336,000 c.m.s.r.alum	9 B.W.G.galv.iron	9/32" galv. steel	C.P. 1159 J.D. 2 units J.D. 3 units	Sept. 24, 1918	June 19, 1919
1	5/16" galv. steel	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	2 B.&S.G.S.R. alum.	3 x 12 galv. steel	9/32" galv. steel	J.D. 2 units J.D. 3 units	June 4, 1920	Jan. 18, 1921
1	2 B.&S.G.S.R. alum.	3 x 12 galv. steel	9/32" galv. steel	J.D. 2 units J.D. 3 units	July 15, 1920	Jan. 18, 1921
1	2 B.&S.G.S.R. alum.	3 x 12 galv. steel	9/32" galv. steel	J.D. 2 units J.D. 3 units	Aug. 12, 1920	Jan. 18, 1921
1	6/0 B.&S.G.S.R.al'm	6 B.&S.G.S.R. al'm	9/32" galv. steel	C.P. 1159 J.D. 2 units J.D. 3 units	Jan. 13, 1921	May 26, 1921
at junctions						
1	3/0 B.&S.G. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 1159 J.D. 2 units J.D. 3 units	May 7, 1918	April 30, 1919
1	3/0 B.&S.G. alum.	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	Oct. 29, 1912	Oct. 23, 1913
1	5/16" galv. steel	10 B.&S.G.c.c. steel	1/4" galv. steel	Thom 2111	June 4, 1912	Dec. 18, 1913
1	3/0 B.&S.G. alum.	9 B.W.G.galv.iron	9/32" galv. steel	C.P. 1159 J.D. 2 units J.D. 3 units	May 7, 1918	April 30, 1919
1	2 B.&S.G.S.R. alum.	None	None	C.P. 105	Jan. 15, 1921	Feb. 22, 1921
1	2 B.&S.G.S.R. alum.	None	None	C.P. 105	Jan. 30, 1921	Feb. 22, 1921
1	2 B.&S.G.S.R. alum.	3 x 12 galv. steel	9/32" galv. steel	J.D. 2 units J.D. 3 units	June 2, 1920	Jan. 18, 1921
1	2 B.&S.G.S.R. alum.	3 x 12 galv. steel	9/32" galv. steel	J.D. 2 units J.D. 3 units	Aug. 11, 1920	Jan. 18, 1921
1	336,000 c.m.s.r.alum	9 B.W.G.galv.iron	9/32" galv. steel	C.P. 1159 J.D. 2 units J.D. 3 units	Sept. 24, 1918	June 19, 1919

DESCRIPTION

RIDEAU SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
H.	R.L.							
8 x 2	1	Balderson dist. sta.....	Perth dist. sta.....	35	132	4.95	201	26,400
55 x 3	2	Pole No. 1328, H55....	Smith's Falls dist. sta.	35	132	5.64	233	26,400
55 x 5	4	Pole No. 1328, H55....	Carleton Place dist.sta	30	150	14.24	523	26,400
3 x 7	3	Smith's Falls dist. sta. .	Merrickville dist. sta..	35	132	12.30	517	26,400
1 x 8	1	High Falls gen. sta.....	Balderson dist. sta....	35	132	16.08	666	26,400
7 x 9	.....	Merrickville dist. sta...	Kemptville dist. sta...	35	250	12.13	257	26,400
2 x 55	2	Perth dist. sta.....	Pole No. 1328, H55...	35	132	11.31	459	26,400
8 x 801	.....	Balderson dist. sta.....	Lanark.....	30	160	4.97	171	2,300

DESCRIPTION

THUNDER BAY SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
P.								
2(T)x231	.....	Port Arthur (temp.)..	Port Arthur sub.....	45	125	5.04	.....	22,000
1 x 50	.....	Nipigon gen. sta.....	Sprucewood.....	45	330	17.33	284	110,000
50 x 51	.....	Sprucewood jct.....	Everard switch.....	.....	.....	1.90	29	110,000
51 x 55	.....	Everard.....	Hurkett switch.....	45	330	6.49	114	110,000
55 x 52	.....	Hurkett.....	Pearl switch.....	.....	.....	15.73	240	110,000
52 x 53	.....	Pearl.....	Sibley switch.....	45	330	13.82	209	110,000
53 x 54	.....	Sibley.....	Bear Point jct.....	45	330	14.74	277	110,000
54x2(T)	.....	Bear Point jct.....	Pt. Arthur (temp.) trans. sta.	45	330	0.35	7	110,000
1 x 56	.....	Nipigon gen. sta.....	Nipigon jct.....	R/W	cleared	and te	lephon	e line
56 x 50	.....	Nipigon jct.....	Sprucewood jct.....	45	330	6.43	106	110,000
56 x 6	.....	Nipigon jct.....	Nipigon Fibre & P. Co.	45	330	0.25	5	110,000
231 x 261	.....	Port Arthur dist. sta..	Lyon Ave. jct.....	45	125	2.18	.....	22,000
261x2(P)	.....	Lyon Ave. jct.....	Port Arthur trans. sta.	45	125	1.64	.....	22,000
2(P)x301	.....	Port Arthur trans. sta.	Kaministiquia Power Co. jct.....	45	125	0.70	.....	22,000

NOTE.—For operating purposes, section P50 x P6 have been grouped and are known as P50 x 6. For operating purposes, section P50 x P2 (temporary station) have been grouped and Circuits in the section 2(T) x 231 are owned by the Municipality of Port Arthur.

LINES

MBOL "H"

o. of r- its	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
1	125,000 c.m. S.R. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Aug. 22, 1918	June 23, 1919
1	125,000 c.m. S.R. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	April 12, 1918	Feb. 18, 1919
1	125,000 c.m. S.R. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889 O.B. 11622	May 7, 1919	May 31, 1920
1	5/16" galv. steel	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 889	Nov. 27, 1917	Sept. 5, 1918
1	125,000 c.m. S.R. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	Aug. 22, 1918	June 23, 1919
1	3 x 12 galv. steel	3 x 12 galv. steel	.....	O.B. 9410	July 26, 1921	Nov. 28, 1921
1	125,000 c.m. S.R. alum.	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 889	April 12, 1918	Feb. 18, 1919
1	2 B.&S.G.S.R. alum.	None	None	C.P. 105	July 26, 1921	Sept. 29, 1921

F LINES

YMBOL "P"

o. of r- its	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
2	4/0 B.&S.G.S.R.alum.	No. 10 copper	1/4" galv. steel	C.P. 889	Prop. of Port	Arthur 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 2133	Dec. 17, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 2133	Dec. 17, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	O.B. 12464	Mar. 1, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	O.B. 12464	Mar. 1, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 2133	Oct. 27, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 2133	May 3, 1919	Dec. 20, 1920
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 2133	Nov. 4, 1920	Dec. 20, 1920
stal	led only					
1	4/0 B.&S.G.S.R.alum.	3 x 12 galv. steel	9/32" galv. steel	C.P. 2133	Nov. 20, 1920	April 29,1921
1	4/0 B.&S.G.S.R.alum.	3 x 12 galv. steel	9/32" galv. steel	C.P. 2133	Mar. 9, 1921	April 29, 1921
nd. oles	205,500 c.m. alum...					
2	3/0 B.&S.G. alum.	10 B.&S.G. copper	1/4" galv. steel	O.B. 9410	.....	1910
2	205,500 c.m. alum... 3/0 B.&S.G. alum.	10 B.&S.G. copper	1/4" galv. steel	O.B. 9410	.....	1910 restrung 1914
2	205,500 c.m. alum. 3/0 B.&S.G. alum	10 B.&S.G. copper	1/4" galv. steel	O.B. 9410	.....	1910 restrung 1917

e known as P50 x 2(T).

DESCRIPTION

CENTRAL ONTARIO AND TRENT SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Volt-age
								Lines ending
C.								
2 x 3*	.....	Sydney gen. sta.....	Sydney terminal sta...	.....	.....	.....	None	6,600
5 x 3	62 & 63	Frankford gen. sta.....	Sydney terminal sta...	35	100	4.70	240	6,600
53 x 3	R	Wooler pole, C53	Sydney terminal.....	40	176	6.53	207	44,000
96 x 6	H	Picton jct., C96.....	Brighton trans. sta....	35	132	7.30	307	44,000
6 x 7	H	Brighton trans. sta.....	Colborne trans. sta....	35	132	10.10	366	44,000
12 x 11	12 Tie line	Campbellford mun.sta.	Seymour gen. sta.....	30	132	1.20	50	2,400
7 x 13	H	Colborne trans. sta.....	Cobourg trans. sta....	35	132	13.80	644	44,000
13 x 16	H	Cobourg trans. sta.....	Port Hope trans. sta..	35	132	6.70	256	44,000
17 x 18*	20	Peterboro hydraulic ...	Auburn gen. sta.....	.....	.....	.....	.....	2,400
18 x 19	80 & 81	Auburn gen. sta.....	Auburn trans. sta.....	Under	ground	Cables	200 ft.	6,600
31 x 19	Y	Norwood trans. sta.....	Auburn trans. sta.....	40	300	17.89	301	44,000
79 x 19	K	Lindsay jct., C79.....	Auburn trans. sta.....	35	132	8.70	384	44,000
18 x 20	83, 84 & 85	Auburn gen. sta.....	Peterboro trans. sta...	30–50	100	2.00	105	6,600
66 x 22	C	Port Hope sw. sta.....	Newcastle trans. sta. .	35	132	15.60	717	44,000
22 x 23	C	Newcastle trans. sta....	Bowmanville trans.sta.	35	132	4.50	206	44,000
				40	150	1.20	40	44,000
23 x 24	C	Bowmanville trans. sta.	Oshawa trans. sta.....	35	132	9.70	437	44,000
75 x 25	Millb'k Tap	Millbrook jct., C75....	Millbrook trans. sta...	35	132	1.70	71	44,000
76 x 29	L	Omemee sw. tower.....	Lindsay trans. sta.....	35	132	13.20	559	44,000
30 x 29	100 & 101	Fenelon Falls gen. sta.	Lindsay trans. sta.....	30	100	13.00	725	11,000
14 x 31	Y	Healey Falls gen. sta...	Norwood trans. sta....	40	300	10.44	174	44,000
47 x 32	.....	Marmora trans. sta....	Deloro trans. sta.....	35	132	4.10	182	44,000
83 x 33	Madoc Tap	Madoc jct., C83.....	Madoc trans. sta.....	35	132	9.60	437	44,000
83 x 34	A	Madoc jct., C83.....	Sulphide trans. sta....	35	132	20.30	862	44,000
85 x 35	Stirling Tap	Stirling jct., C85.....	Stirling trans. sta.....	35	132	0.20	8	44,000
86 x 36	Pulp M. Tap	Pulp Mill jct., C86....	Campbellford Pulp Mill trans. sta.....	35	132	1.40	55	44,000
87 x 37	64 & 65	Brit. Chem. Co. jct.C87	Trenton trans. sta. ...	30	132	.....	20	6,600
88 x 38	B'ville Tap	Belleville sw. sta.....	Belleville trans. sta. ..	35	132	1.30	41	44,000
90 x 39	B.P.Co. Tap	Belleville Chem. Co. jct., C90.	Belleville Cement Co. sta.	35	132	1.00	55	44,000
90 x 40	Quarry Tap	Belleville Cement Co. jct., C90	Pt. Anne Quarries sta.	35	132	0.90	49	44,000
91 x 41	E & F	Lehigh jct., C91.....	Lehigh Cem. Co. trans. sta.....	35	132	0.60	33	44,000
92 x 42	J	Deseronto jct., C92...	Deseronto trans. sta. .	35	132	2.80	115	44,000
92 x 43	J	Deseronto jct., C92....	Napanee trans. sta....	35	132	6.00	246	44,000
43 x 44	J	Napanee trans. sta.....	Kingston trans. sta. ..	40	175	26.50	863	44,000
96 x 45	Picton Tap	Picton jct., C96.....	Wellington trans. sta..	40	176	17.45	511	44,000
45 x 46	Picton Tap	Wellington trans. sta...	Picton trans. sta.....	40	176	10.80	331	44,000
82 x 47	Deloro Tap	Deloro Jct., C82.....	Marmora trans. sta...	35	132	10.40	464	44,000

NOTE.—*C2 x 3, underground cables only.
*C17 x 18, carried on C18 x 20 poles.

OF LINES

SYMBOL "C"

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at transformers or generating stations						
2	.....	Style "B".....	.....	.....	.....	1911
3	300,000 c.m. alum.	9 B.W.G. galv. iron	5/16" galv. steel	Locke 298	.....	1912
1	2/0 B.&S.G. copper	10 B.&S.G. c.c. steel	1/4" galv. steel	O.B. 11623	.....	1918
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159 O.B. 11623	.....	1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1911
3	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	.....	.....	.....	1910
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1911
1	1 B.&S.G. copper	.....	.....	.....	.....	1902 Rebuilt 1918
2	.....	.....	.....	.....	.....	.....
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 1725	2-susp. 3-strain.	1920
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1912
3	2/0 B.&S.G.cop. 1-cir. 1 B.&S.G. cop. 2-cir.	.....	.....	.....	.....	1902 Rebuilt 1918
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron.	5/16" galv. steel	C.P. 1159	.....	1911
1	4/0 B.&S.G.S.R.alum.	9 B.W.G. galv. iron.	5/16" galv. steel	C.P. 1159	.....	1911
2	4/0 B.&S.G.S.R.alum.	9 B.W.G. galv. iron.	5/16" galv. steel	C.P. 1159	.....	1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron.	5/16" galv. steel	C.P. 1159	.....	1911
1	6 B.W.G. galv. iron.	9 B.W.G. galv. iron	5/16" galv. steel	O.B. 10638	.....	1912
1	2/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1912
2	4 B.&S.G. copper	9 B.W.G. galv. iron	barbed wire	.....	.....	1899
1	4/0 B.&S.G.S.R.alum.	3 x 13 galv. steel	9/32" galv. steel	C.P. 1725	2-susp. 3-strain.	1920
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1909
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	O.B. 25529	.....	1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested	.....	1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested	.....	1911
2	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	.....	.....	.....	1911 Rebuilt 1917
1	4/0 B.&S.G. alum. 2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1911
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1911
2	2 B.&S.G.S.R. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	....
1	1/4" x 5/16" galv.steel	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1912
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1912
1	1/0 B.&S.G. copper	9 B.W.G. galv. iron	1/4" galv. steel	C.P. 1725	.....	1917
1	9/32" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 1159	.....	1919
1	9/32" galv. steel	9 B.W.G. galv. iron	9/32" galv. steel	C.P. 1159	.....	1919
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159	.....	1909

DESCRIPTION

CENTRAL ONTARIO AND TRENT SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
								Lines ending
C.								
86 x 52	G	Pulp Mill jct. C86.....	G.B. jct., C52.....	35	132	14.20	641	44,000
64 x 53	R	Meyersburg pole, C64..	Wooler pole, C53.....	40	176	13.17	412	44,000
14 x 61	O	Healey Falls.....	Campbellford jct.,C61.	35	132	3.60	169	44,000
14 x 64	R	Healey Falls.....	Meyersburg, pole C64	35	176	10.82	356*	44,000
16 x 66	H	Port Hope.....	Port Hope sw. sta.....	35	132	0.20	7	44,000
66 x 75	K	Port Hope sw. sta.....	Millbrook jct., C75...	35	132	15.50	663	44,000
79 x 76	L	Lindsay jct., C79.....	Omemee sw. tower C76	35	132	6.00	253	44,000
75 x 79	K	Millbrook jct., C75....	Lindsay jct., C79.....	35	132	10.70	447	44,000
11 x 82	A	Seymour gen. sta.....	Deloro sw. sta., C82..	35	132	5.50	244	44,000
84 x 83	A	Harold jct., C84.....	Madoc jct., C83.....	35	132	5.10	212	44,000
82 x 84	A	Deloro jct., C82.....	Harold jct., C84.....	35	132	4.50	182	44,000
85 x 84	Q	Stirling jct., C85.....	Harold jct., C84.....	35	132	8.30	308	44,000
52 x 85	Q	G. B. jct., C52.....	Stirling jct., C85.....	35	132	1.10	46	44,000
11 x 86	G	Seymour gen. sta.....	Pulp Mill jct., C86...	35	132	1.20	57	44,000
3 x 87	64 & 65	Sidney terminal sta....	Br. Chem. Co., jct.C87	30	132	0.70	28	6,600
3 x 88	M	Sidney terminal sta....	Belleville sw. sta.....	35	132	12.70	516	44,000
52 x 88	B	G.B. jct., C52.....	Belleville sw. stn.....	35	132	13.00	568	44,000
88 x 90	E & F	Belleville sw. sta.....	Belleville Cem. Co., jct., C90.....	35	132	4.80	246	44,000
90 x 91	E & F	Belleville Cem. Co. jct. C90	Lehigh jct., C91.....	35	132	1.00	51	44,000
91 x 92	J	Lehigh jct., C91.....	Deseronto jct., C92...	35	132	11.20	552	44,000
3 x 96	H	Sidney terminal sta....	Picton jct., C96.....	35	132	4.70	203	44,000

OF LINES

YMBOL "C"—Continued

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
at switching stations or junctions						
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1911
1	2/0 B.&S.G. copper	10 B.&S.G.c.c. steel	1/4" galv. steel	O.B. 11623		1918
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1912
1	2/0 B.&S.G. copper	10 B.&S.G. c.c. steel	1/4" galv. steel	O.B. 11623		1918
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159		1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	Pole 1-600 362 Locke		1912
1	2/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159		
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	P.600-630 362 Locke		1912
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1909
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	25529 O.B. 1159 C.P.		1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1909
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1910
1	4/0 B.&S G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	362 Locke Retested		1911
2	4/0 B.&S.G. alum.	9 B.W.G. galv. iron				1911 Rebuilt 1917
1	4/0 B &S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159 C.P. 1159		1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	O.B. 11623		1910
2	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159 O.B. 12855		1911
2	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159		1911
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	C.P. 1159		1912
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	5/16" galv. steel	O.B. 11623		1911

DESCRIPTION

CENTRAL ONTARIO AND TRENT SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
			Lines ending					
87 x 301	.....	Br. Chem. Co. jct., C87	Br. Chem. Co. Trenton	30	132	0.10	6	6,600
5 x 501	70	Frankford gen. sta.....	Companies at Frankf'd	30	132	2.00	85	6,600
11 x 1101	.....	Seymour gen. sta.....	Co.s at Campbellford.	30	132	1.25	50	2,400
11 x 1106	72	Seymour gen. sta.....	Hoard's.....	30	150	12.00	.....	6,600
†18x1801	82	Auburn gen. sta.....	Auburn Woollen Mills	30	132	0.10	5	6,600
22 x 2201	.....	Newcastle trans. sta....	Newcastle.....	35	132	1.00	40	2,400
2201 x 2	Orono	Newcastle.....	Orono.....	30	132	5.00	210	2,400
24 x 2402	Whitby	Oshawa trans. sta.	Whitby.....	30	132	4.00	175	4,160
†30x3001	.....	Fenelon Falls gen. sta..	Fenelon Falls.		550			
†33x3302	.....	Madoc trans. sta.	Can. Sulphur Ore.....					
3363 x 3	.....	Cross & Wellington jct., C3363	Cross & Wellington...	30	132	1.50	60	4,160
3363 x 4	.....	Cross & Wellington jct., C3363	Can. Indust. Minerals	30	132	2.50	100	4,160
3365 x 5	.....	Gillespie Talc Mine jct., C3365	Gillespie Talc Mines..	30	132	0.10	3	4,160
3365 x 6	.....	Gillespie Talc Mine jct., C3365	Anglo-American Talc .	30	132	0.20	8	4,160
33 x 3307	.....	Madoc trans. sta.	Gillespie Talc Mill....	30	132	1.00	40	4,160
33 x 3363	.....	Madoc trans. sta.	Cross & Wellington jct. C3363	30	132	0.80	32	4,160
3363 x 65	.....	Cross & Wellington jct., C3363	Gillespie Talc Mine jct. C3365	30	132	1.25	50	4,160
34 x 3402	.....	Sulphide trans. sta.	Tweed.....	30	132	6.00	240	4,160
43 x 4302	Newburgh	Napanee trans. sta.	Newburgh.....	30	132	7.92	328	4,160
†45x4502	B'field	Wellington trans. sta...	Bloomfield.....	.....	.....	6.53	.....	4,160
14 x 1401	73	Healey Falls power hse.	Ontario Rock Co.....	30	150	6.01	222	6,600
18 x 1832	82	Auburn gen. sta.....	Lakefield trans. sta. .	30	150	7.92	290	6,600
26 x 2601	.....	Omemee trans. sta.	Omemee.....	30	132	1.00	40	4,160
31 x 3102	.....	Norwood trans. sta. ...	Havelock.....	30	150	6.62	259	4,000
10 x 60	.....	Ranney Falls power hse.	Pole No. 249, R. line .	40	125	0.38	15	44,000

* And 2 towers.

NOTE.—† C18 x 1801 carried on C18 x 1832 poles.
C45 x 4502 carried on C45 x 46 poles.
C30 x 3001—1 span only, crossing river.
C33 x 3302—This line has been dismantled.

NIPISSING SYSTEM—

New section number	Old section number	From	To	Avg. height of poles in feet	Avg. span in feet	Miles	No. of poles	Voltage
Z.								
1 x 101	.....	Nipissing gen. sta.....	Nipissing village.....	28	126	2.50	128	2,200
1 x 52	.....	Nipissing gen. sta.	Powassan tap, Z52....	34	126	3.00	137	22,000
52 x 2	.....	Powassan, Z52.....	Powassan dist. sta....	32	126	4.00	184	22,000
52 x 3	.....	Powassan, Z52.....	Callendar dist. sta....	34	126	7.00	318	22,000
3 x 4	.....	Callendar dist. sta.....	North Bay dist. sta...	35	126	8.20	401	22,000

OF LINES

SYMBOL "C"—Continued

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of groundst cable	Make and yle of power insulators	Date work began	Date placed in operation
at customers and junctions						
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron				1917
1	6 B.&S.G. copper 2 B.&S.G. alum.					1914
1	4/0 B.&S.G. alum.	9 B.W.G. galv. iron	9/32" galv. steel			1912
1	2 B.&S.G. alum.			Locke 298		1912
1	9/32" galv. steel					Rebuilt 1918
1	4 B.&S.G.W.P. cop'r					1911
1	2 B.&S.G. alum.					1912
1	4/0 B.&S.G. alum.		5/16" galv. steel			1912
1	4/0 B.&S G. alum.					1914
1	1 B.&S.G. std. copper		5/16" galv. steel			1917
1	1 B.&S.G. std. copper		5/16" galv. steel			1912
1	2 B.&S.G. alum.		5/16" galv. steel			1914
1	6 B.&S.G. copper		5/16" galv. steel			1916
1	2 B.&S.G. alum.					1914
1	2/0 B.&S.G. copper		5 16" galv. steel			1911 Rewired 1918
1	2 B.&S.G. alum.		5/16" galv. steel			1918
1	2/0 B.&S.G. alum.	9 B.W.G. galv iron	9/32" galv. steel			1912
1	2 B.&S.G. solid copp'r		6 B.W.G. galv. iron			1917
1	2 B.&S.G.S.R. alum.			C.P. 105B		1919
1	2 B.&S.G.S.R. alum.		9/32" galv. steel	T. 2041		1920
1	2 B &S.G.S.R. alum.		9/32" galv. steel	T. 2041		1920
1	6 B.&S G.W.P cop'r		9/32" galv. steel			1917
1	2 B.&S.G.S.R. alum.		4x12 galv. steel	C.P. 505		1921
2	4/0 B.&S.G.S.R. al'm	10 B.&S.G.c.c. steel	None	C.P 1159 C.P. 1725		Aug , 1922

SYMBOL "Z" **October 31, 1922**

No. of circuits	Size and material of power cable	Size and material of telephone wire	Size and material of ground cable	Make and style of power insulators	Date work began	Date placed in operation
1	6 B.&S.G.W.P. cop'r	None	None	Similar to O.B. 9410	1911	1911
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5 16" galv. steel	do.	Aug., 1909	Mar., 1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5 16" galv. steel	do.	Nov., 1911	Dec., 1911
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5 16" galv. steel	do.	Aug., 1909	Mar., 1910
1	2 B.&S.G. alum.	9 B.W.G. galv. iron	5 16" galv. steel	do.	Aug., 1909	Mar., 1910

RURAL AND MUNICIPAL DISTRIBUTION SYSTEMS

Below is shown in tabular form the work carried on under the supervision of the Distribution section of the Electrical Engineering and Laboratory department, during the year ended October 31, 1922.

Briefly this covers the installation of 442 miles of rural lines and 42 miles of 4,000-2,300-volt feeders to supply urban municipalities and, in connection therewith, a number of outdoor metering equipments. Distribution systems were constructed for two municipalities and some work done on two other municipal systems.

Estimates were made in connection with the above and for other proposed work, the total number of estimates being 314 and the total estimated cost $2,509,924.

The above construction work necessitated the preparation of 97 plans for circuits crossing railways.

RURAL DISTRIBUTION SYSTEMS CONSTRUCTED

District		Mileage	Voltage	No. of consumers	Date work was commenced	Date work was made alive	Date work was completed
NIAGARA SYSTEM							
Niagara	N1D1	3.5 *b*	4,000	23	Oct. 25, 1921	Jan. 18, 1922	Jan. 18, 1922
Jordan	N1D3	1.5	2,300	24	April 22, 1922	May 15, 1922	May 27, 1922
Jordan	N1D3	16.45	4,000	23	Sept. 15, 1922	.....	..... *a*
Beamsville	N1D4	40.2 *c*	4,000	171	Aug. 28, 1922	.....	..... *a*
Welland	N1D5	6.5	2,300	38	Jan. 23, 1922	April 13, 1922	April 20, 1922
Stamford	N1D6	6.5	4,000	89	Dec. 23, 1921	Mar. 30, 1922	May 20, 1922
Chippawa	N1D7	8.3 *b*	2,300	75	Dec. 8, 1921	July 11, 1922	July 11, 1922
Dundas	N2D1	7.3 *b*	2,200	29	Nov. 16, 1921	April 4, 1922	April 4, 1922
Lynden	N2D2	14.0 *b*	2,300	73	Dec. 1, 1921	Feb. 9, 1921	May 15, 1922
Waterdown	N2D3	1.89	2,300	28	Sept. 1, 1922	Oct. 30, 1922	Oct. 30, 1922
Markham	N3D1	7.75	4,000	78	Sept. 22, 1922	.....	..... *a*
Dorchester	N4D1	30.1	4,000	206	Nov. 1, 1921	May 31, 1922	May 31, 1922
London	N4D2	5.1	2,300	26	Oct. 9, 1922	.....	..... *a*
Delaware	N4D3	10.35	4,000	54	Sept. 1, 1922	Oct. 30, 1922	..... *a*
Exeter	N4D6	2.25	4,000	121 *d*	Sept. 29, 1922	.....	..... *a*
Galt	N6D2	3.0	2,300	15	July 3, 1922	Sept. 12, 1922	Oct. 21, 1922
St. Jacobs	N7D2	3.7	4,000	48	Sept. 15, 1922	.....	..... *a*
Woodstock	N10D2	55.0	4,000	206	July 17, 1922	.....	..... *a*
Brant	N12D1	18.1	4,000	83	Mar. 5, 1922	..... *e*	..... *a*
Drumbo	N12D5	7.55	4,000	63	June 28, 1922	Aug. 15, 1922	Aug. 15, 1922
Chatham	N14D1	24.08	4,000	85	Dec. 12, 1921	Oct. 20, 1922	Oct. 20, 1922
Ridgetown	N14D2	27.6	4,000	142 *f*	Dec. 3, 1921	July 27, 1922	Aug. 8, 1922
Wallaceburg	N14D13	15.1	2,300	60	Aug. 29, 1922	.....	..... *a*
Sandwich	N15D1	5.7	2,300	37	June 29, 1922	July 24, 1922	Sept. 25, 1922
Belle River	N15D2	14.5	4,000	98	Sept. 7, 1922	.....	..... *a*
Saltfleet	N17D1	62.0 *c*	4,000	533	Oct. 25, 1921	April 17, 1922	July 7, 1922
Total		398.02	.....	2,428	.....	.....	.....

NOTE:—For subnotes *a*, *b*, *c*., etc., see end of table.

RURAL DISTRIBUTION SYSTEMS CONSTRUCTED—Continued

District	Mileage	Voltage	No. of consumers	Date work was commenced	Date work was made alive	Date work was completed
EUGENIA SYSTEM						
Flesherton.....E1D1...	1.56	2,300	17	Feb. 11, 1922	Feb. 23, 1922	Feb. 24, 1922
Walkerton Quarries..E26D1..	1.6	2,300	4	Jan. 31, 1922	Feb. 15, 1922	Feb. 15, 1922
Total.....	3.16	.....	21	.....	.....	.....
WASDELLS SYSTEM						
Cannington.....W3D1.....	1.25	2,300	3	Jan. 15, 1922	April 14, 1922	April 19, 1922
ST. LAWRENCE SYSTEM						
Prescott.....L2D1.....	15.2	2,300	60	Dec. 28, 1921	June 19, 1922	July 8, 1922
Brockville.....L3D1.....	1.4	2,300	10	June 19, 1922	Aug. 28, 1922	Aug. 28, 1922
Chesterville.....L5D1.....	3.9	2,300	10	April 1, 1922	May 4, 1922	May 7, 1922
Martintown.....L13D1....	0.25	2,300	20	Dec. 28, 1921	Jan. 14, 1922	May 15, 1922
Total.....	20.75	.....	100	.....	.....	.....
OTTAWA SYSTEM						
Nepean.....T1D1.....	18.61	4,000	75	Sept. 27, 1921	Feb. 23, 1922	April 11, 1922

a, Not completed on October 31, 1922.
b, Underground construction.
c, Overhead and underground construction.
d, 49 street lights installed at Crediton and Centralia.
e, 13 miles made alive on October 31, 1922.
f, 50 street lights installed at Rondeau Park.

Summary

System	Mileage	Number of consumers
Niagara	398.02	2,428
Eugenia	3.16	21
Wasdells	1.25	3
St. Lawrence	20.75	100
Ottawa	18.61	75
Total	441.79	2,627

DISTRIBUTION FEEDERS CONSTRUCTED

Line	Mileage	Voltage	Phase	Date work was commenced	Date work was made alive	Date work was completed
NIAGARA SYSTEM						
Etobicoke Dist. Sta. to Goodyear Tire & Rubber Co. N1631X10	0.13	4,000	3	April 19, 1922	April 21, 1922	April 21, 1922
Watford to Alvinston N1446X22	10.6	4,000	3	Nov. 23, 1921	Nov. 22, 1922	Mar. 29, 1922
Forest to Thedford N1445X24	11.5	4,000	3	April 10, 1922	May 18, 1922	May 27, 1922
Walkerville Dist. Sta. to Riverside N1502X5	4.6 *b*	4,000	3	July 3, 1922	Aug. 3, 1922	Aug. 3, 1922
Riverside to Tecumseh N1505X6	2.2 *b*	4,000	3	July 3, 1922	Aug. 3, 1922	Aug. 3, 1922
Tecumseh to St. Clair Beach N1506X7	1.2 *b*	4,000	3	July 3, 1922	Aug. 3, 1922	Aug. 3, 1922
Belle River Sta. to Belle River N1538X8	0.14	4,000	3	Oct. 26, 1922	.....	..... *a*
Fletcher to Merlin N1455X26	4.7	4,000	3	..... *c*	.....	.....
Total	35.07	.....	.....	.....	.....	.....
WASDELLS SYSTEM						
Greenbank Sub-sta. to Junction W761—W7X761	1.75	4,000	3	June 21, 1922	Sept. 29, 1922	Sept. 29, 1922
Junction W761 to Uxbridge W761X1	5.75	4,000	3	June 21, 1922	Sept. 29, 1922	Sept. 29, 1922
Junction W761 to Port Perry W761X2	4.0	4,000	3	June 21, 1922	Sept. 29, 1922	Sept. 29, 1922
Total	11.50					

a, Not completed on October 31, 1922.
b, Carried on existing poles.
c, Actual construction not commenced on October 31, 1922.

Summary

System	Mileage
Niagara	35.07
Wasdells	11.50
Total	46.57

METERING STATIONS CONSTRUCTED

Station	Work completed	Measuring power for
Niagara System		
Brantford Sand and Gravel Co.	May 5, 1922	Brantford Sand and Gravel Company.
Chippawa	July 4, 1922	Chippawa Rural power district.
Chatham	Oct. 20, 1922	Chatham Rural power district.
Dorchester	May 5, 1922	Dorchester village.
Highgate	April 28, 1922	Highgate village.
Jordon	May 15, 1922	Jordan Rural power district.
Niagara	Jan. 18, 1922	Niagara Rural power district.
St. George	Sept. 7, 1922	St. George village.
Streetsville Lumber Company	Oct. 6, 1922	Streetsville Lumber Company.
Thamesville	May 20, 1922	The town of Thamesville.
Eugenia System		
Arthur	June 14, 1922	The town of Arthur.
Flesherton	Feb. 23, 1922	Flesherton Rural power district.
Tara	Dec. 5, 1921	The town of Tara.
Walkerton Quarries	Feb. 15, 1922	Walkerton Quarries Rural power district.
Wasdells System		
Uxbridge	Aug. 24, 1922	The town of Uxbridge.
Port Perry	Aug. 30, 1922	The town of Port Perry.
Ottawa System		
Nepean	Feb. 23, 1922	Nepean Rural power district.

MUNICIPAL DISTRIBUTION SYSTEMS CONSTRUCTED

Municipality	Date work was commenced	Date work was made alive	Date work was completed
Niagara System			
Alvinston	Nov. 23, 1921	Mar. 22, 1922	Mar. 29, 1922
Thedford	Mar. 28, 1922	May 18, 1922	May 27, 1922
Belle River	Sept. 8, 1922	.....	.....*a*
Merlin	.....*b*	.....	.....

NOTES:—*a*, Work not completed on October 31, 1922.
b, Actual construction not commenced on October 31, 1922.

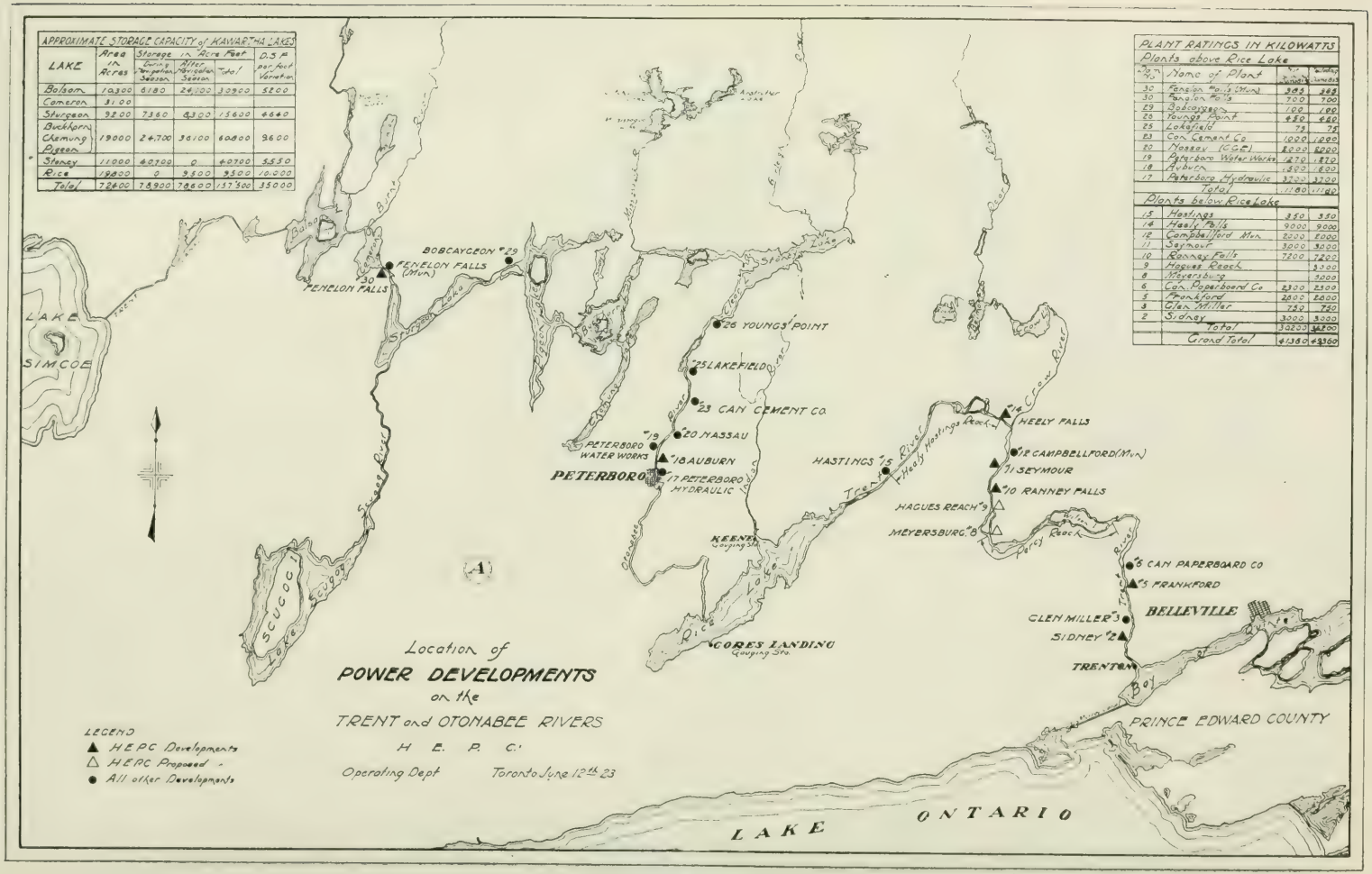

APPROXIMATE STORAGE CAPACITY of KAWARTHA LAKES
LAKE | Area in Acres | Storage in Acre Feet During Navigation Season | After Navigation Season | Total | 0.5 ft per foot Variation
Balsam | 10300 | 6180 | 24700 | 30900 | 5200
Cameron | 3100 | | | | |
Sturgeon | 9200 | 7360 | 8300 | 15600 | 4640
Buckhorn Clemung Pigeon | 19000 | 24700 | 36100 | 60800 | 9600
Stoney | 11000 | 62700 | 0 | 62700 | 5550
Rice | 19800 | 0 | 9300 | 9300 | 10000
Total | 72600 | 78900 | 78600 | 137300 | 35000
PLANT RATINGS IN KILOWATTS
Plants above Rice Lake
No. | Name of Plant | Net Rating Summer | Net Rating Winter
30 | Fenelon Falls (Mun) | 365 | 365
30 | Fenelon Falls | 700 | 700
29 | Bobcaygeon | 100 | 100
26 | Youngs Point | 450 | 450
25 | Lakefield | 75 | 75
23 | Can Cement Co | 1000 | 1000
20 | Nassau (CGE) | 8000 | 8000
19 | Peterboro Water Works | 1870 | 1870
18 | Auburn | 1800 | 1800
17 | Peterboro Hydraulic | 3700 | 3700
Total | | 11860 | 11860
Plants below Rice Lake
15 | Hastings | 350 | 350
14 | Healy Falls | 9000 | 9000
12 | Campbellford Mun | 2000 | 2000
11 | Seymour | 3000 | 3000
10 | Ranney Falls | 7200 | 7200
9 | Hagues Reach | | 3300
8 | Meyersburg | | 3200
6 | Can Paperboard Co | 2300 | 2300
5 | Frankford | 2800 | 2800
3 | Glen Miller | 750 | 750
2 | Sidney | 3000 | 3000
Total | | 32200 | 34200
Grand Total | | 44360 | 46360
LAKE SIMCOE
BOBCAYGEON 29
FENELON FALLS (Mun) 30
FENELON FALLS 30
26 YOUNGS POINT
25 LAKEFIELD
23 CAN CEMENT CO
20 NASSAU
19 PETERBORO WATER WORKS
18 AUBURN
17 PETERBORO HYDRAULIC
PETERBORO
KEENE Gauging Sta
HASTINGS 15
Healy Falls
14 HEELY FALLS
12 CAMPBELLFORD (Mun)
11 SEYMOUR
10 RANNEY FALLS
HAGUES REACH 9
MEYERSBURG 8
6 CAN PAPERBOARD CO
5 FRANKFORD
GLEN MILLER 3
SIDNEY 2
BELLEVILLE
TRENTON
GORES LANDING Gauging Sta
PRINCE EDWARD COUNTY
LAKE ONTARIO
Location of
POWER DEVELOPMENTS
on the
TRENT and OTONABEE RIVERS
H E P C
Operating Dept
Toronto June 12th 23
LEGEND
▲ HEPC Developments
△ HEPC Proposed
● All other Developments

PLATE A

APPENDIX III

FLOW REGULATION OF THE TRENT AND OTONABEE RIVERS

During recent years the flow regulation of the Trent and Otonabee rivers and all matters relating thereto have aroused widespread interest. The municipalities and rural districts of the Central Ontario and Trent system, being entirely dependent upon the flow of these rivers for their supply of power, are vitally concerned. Some public organizations are so alive to the importance of the issues involved that they have requested the Hydro-Electric Power Commission to supply them with data from which to draw their own conclusions.

Officers of the Commission have, for some time, been making thorough studies of all questions relating to the economic utilization of these waters for the development of power, and have in preparation a report on this subject which it is hoped will help remove existing differences and lead to the adoption of certain methods of flow regulation for the more efficient development of power, without in any way being detrimental to the interests of navigation.

It appears desirable, therefore, to incorporate in the Fifteenth Annual Report a summary of facts appertaining to the regulation of flow and use of storage waters of the Trent and Otonabee rivers during the year 1922.

It may be added that in order to make the discussion clear and to convey the general information necessary for an intelligent understanding of the problems under review, it has been necessary to make plain and pointed statements; also, in order to show convincingly the necessity of changing certain methods of regulation, it has been necessary to discuss actual operating incidents in a manner which exposes the inadequacy of the methods employed. The subject has not been dealt with in any contentious spirit.

The foregoing explanation has been given in order that the purpose of the statements, discussion and suggestions herein presented will not be misinterpreted.

The Existing Power Developments

For many years the Trent and Otonabee rivers have been used for the development of power. The developments at present in existence, both private and public, are shown on the accompanying map, plate A, and for convenience of consideration may be divided into two natural groups: the upper group, situated on the Otonabee river—from which Rice lake derives its main supply—and the lower group, situated on the Trent river—depending for its water supply mainly upon the outflow from Rice lake.

This lower group comprises 73 per cent of the present total development on both rivers, and with the completion of dams Nos. 8 and 9 near Campbellford, the percentage will be increased to 77 per cent.

The chief interest of the Hydro-Electric Power Commission centres in this lower group, of which 82 per cent belongs to the province of Ontario and is operated by the Commission, and an additional 4 per cent is purchased under contract by the Commission, thus bringing the Commission's present interest

in this lower group to 86 per cent, with a prospective increase in the very near future to 89 per cent.

General Problems of Regulation

The Otonabee river is the chief source of water supply to Rice lake. Its flow is measured by means of a rated section at Nassau, four miles above Peterboro, and is regulated in accordance with instructions issued by officers of the Department of Railways and Canals, Ottawa, by means of a system of dams throughout the Kawartha lakes.

While the amount of water available for the power development below Rice lake depends in large measure upon the water supplied by the Otonabee river, nevertheless its distribution from day to day and week to week, and hence its economic usefulness, depends upon the flow regulation at Hastings—the outlet and point of control of Rice lake—and it may be added that the principal operating difficulties encountered during 1922 are attributable to the flow regulation of the Trent river at Hastings rather than to the regulation of the Otonabee river at Peterboro.

For the explanation of this fact we have not far to seek. Rice lake, whose large area of water surface intervenes between Hastings and Peterboro and whose elevation is controlled by means of a dam at Hastings, affords ample facilities for establishing a flow regulation at Hastings totally different from the regulation at Peterboro. These possibilities of flow modification afforded by Rice lake may be employed so as to yield results either beneficial or detrimental. No matter how perfect may be the regulation at Peterboro, Rice lake can be so controlled at Hastings as to give extremely unsatisfactory regulation. Hastings, then, is really the key point of flow control for the plants below Rice lake which, as has already been stated, comprise about three-quarters of the total development of both rivers. The correctness and significance of these statements will be manifest in the course of the following discussion.

The nature of the difficulties encountered in securing satisfactory regulation at Hastings may be enumerated under three principal headings:

1—The difficulty of determining the flow at Hastings.
2—The difficulty of ascertaining the mean elevation of Rice lake.
3—The difficulty of regulating Rice lake without proper facilities.

The Hastings Flow

1—Unfortunately a direct measurement of the flow at Hastings is practically out of the question. Four small, privately-owned power plants utilize a considerable portion of the summer flow, but the amount thus discharged is subject to abrupt and sometimes violent changes which, frequently, occur unnoticed at Hastings although the effect is at once apparent at Heely* falls. A large amount of water percolates through the banks of the power canals, which have many seams and fissures; also through leaky intake works and wheel settings of the small power plants. The flow which passes through the sluiceways can, of course, be determined, but as a rule this flow is a small portion of the total summer flow and is sometimes practically nil. Since the elevations above and

* The name "Heely Falls" has been variously spelled by different authorities, a common spelling being Healey Falls. While the Annual Report was in progress the question of the correct spelling was referred to the Geographic Board of Canada. Although the Board has not yet given its decision, yet the weight of authority appears to point to the spelling *Heely* and this spelling has consequently been adopted in this Appendix III which was the last Section prepared for this Annual Report.

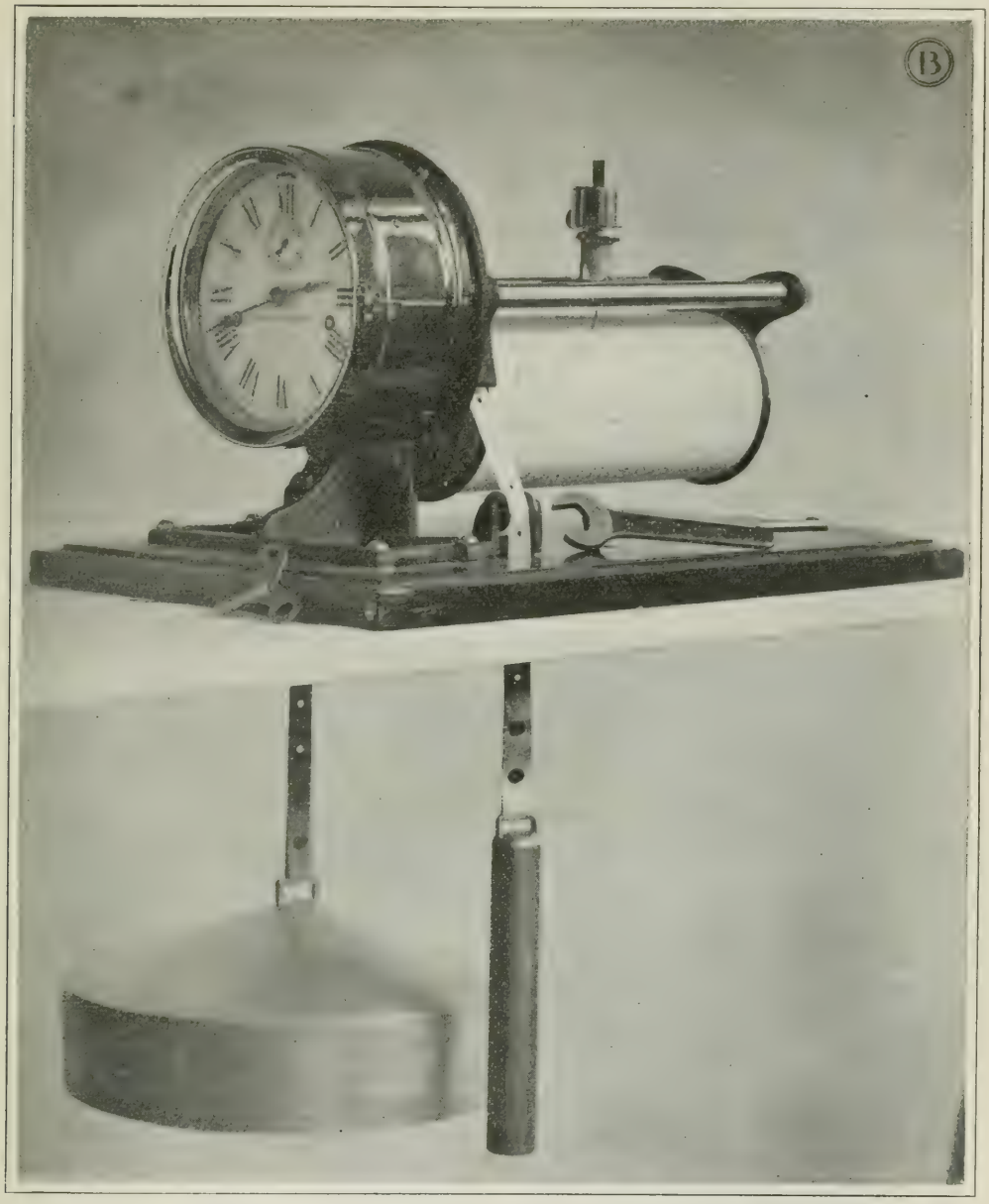


PLATE B—GURLEY GRAPHIC WATER-STAGE REGISTER
This is the type of gauge used for measuring the elevation of Rice lake at Gore Landing and Keene

below Hastings are controlled by stop logs, they bear no relation to the flow and, consequently, a rated section of the ordinary type would be useless for flow measurement.

Rice Lake Elevations

2—Rice lake, which is controlled at Hastings, is a comparatively large body of water. Its area is nearly 31 square miles and, therefore, large variations in outflow or inflow, unless greatly prolonged, have but a small effect on its

mean elevation. Windage alone causes wide and often erratic fluctuations at any one gauge, making it necessary to maintain at least two gauges so placed that the effects of windage will, as nearly as possible, be equal and opposite so that the mean of the gauge indications will give the mean elevation of the lake. Since the permissible fluctuation of lake elevation is small, the gauges used must be precise. Furthermore, unless precise equipment to measure such changes is used, large quantities of power may needlessly be wasted, or what would be a still more serious matter, flow at Hastings necessary for power may be withheld and stored on Rice lake, without this fact being detected from readings of lake elevations.

Present Methods

3—Rice lake at present is actually regulated from readings on a staff gauge located at Hastings which is separated from the lake proper by a short section of the Trent river, and which, unfortunately, is the worst place at which a single gauge could be installed, on account of the severe effects at this point of windage and on account also of the gradient in the river section. With respect to gradient, it may be stated that at flood periods, the elevation of Rice lake proper is sometimes two feet above the elevation of the river section at Hastings, while at low stage this difference in elevation is reduced to a matter of inches.

It is perhaps worth noting here, that in this matter of regulation as at present carried out, the lockmaster can be given little or no satisfactory assistance. He may, of course, report conditions to the Department of Railways and Canals, Peterboro, and ask for instructions, but such instructions must of necessity be based upon his own reports; consequently the regulation really depends upon his judgment, which is formed upon an inadequate knowledge of the governing facts.

From the foregoing paragraphs it will be apparent that the lockmaster lacks the facilities for obtaining the basic information which must be considered in order to effect the best regulation. He cannot determine, with accuracy, the mean elevation of Rice lake proper, nor has he knowledge—other than such inaccurate surmises as may be made under the difficult conditions prevailing—of the actual total flow. Nevertheless, he is required to maintain the elevation of Rice lake within narrow limits; hence it is only natural that he should be guided principally by the tangible indications of his staff gauge, which, owing to its limitations in accuracy and to the interference already described, is slow to show the true trend of the variations in elevation of Rice lake proper, and hence the tendency of the methods of regulation adopted is to produce a fluctuating rather than a steady flow; which, in turn, results in wastages of water with corresponding danger of shortages.

Further, climatic conditions are so variable that strict adherence to a constant elevation of Rice lake is incompatible with a reasonably constant flow at *both* Peterboro and at Hastings. Periods of rainfall during which the lake suddenly rises are succeeded by dry periods accompanied by heavy evaporation losses, during which the lake level naturally falls; consequently, a reasonable latitude in lake elevation is essential. The less latitude allowed the greater are the difficulties in maintaining both constant inflow and outflow without undue wastage.

The maintenance of a uniform flow at Peterboro and the regulation of Rice lake within narrow limits do not, then, insure a uniform flow at Hastings. Moreover, during periods of ample flow the attempt to regulate within such narrow limits has a tendency to draw down the Lake. There is also a tendency to

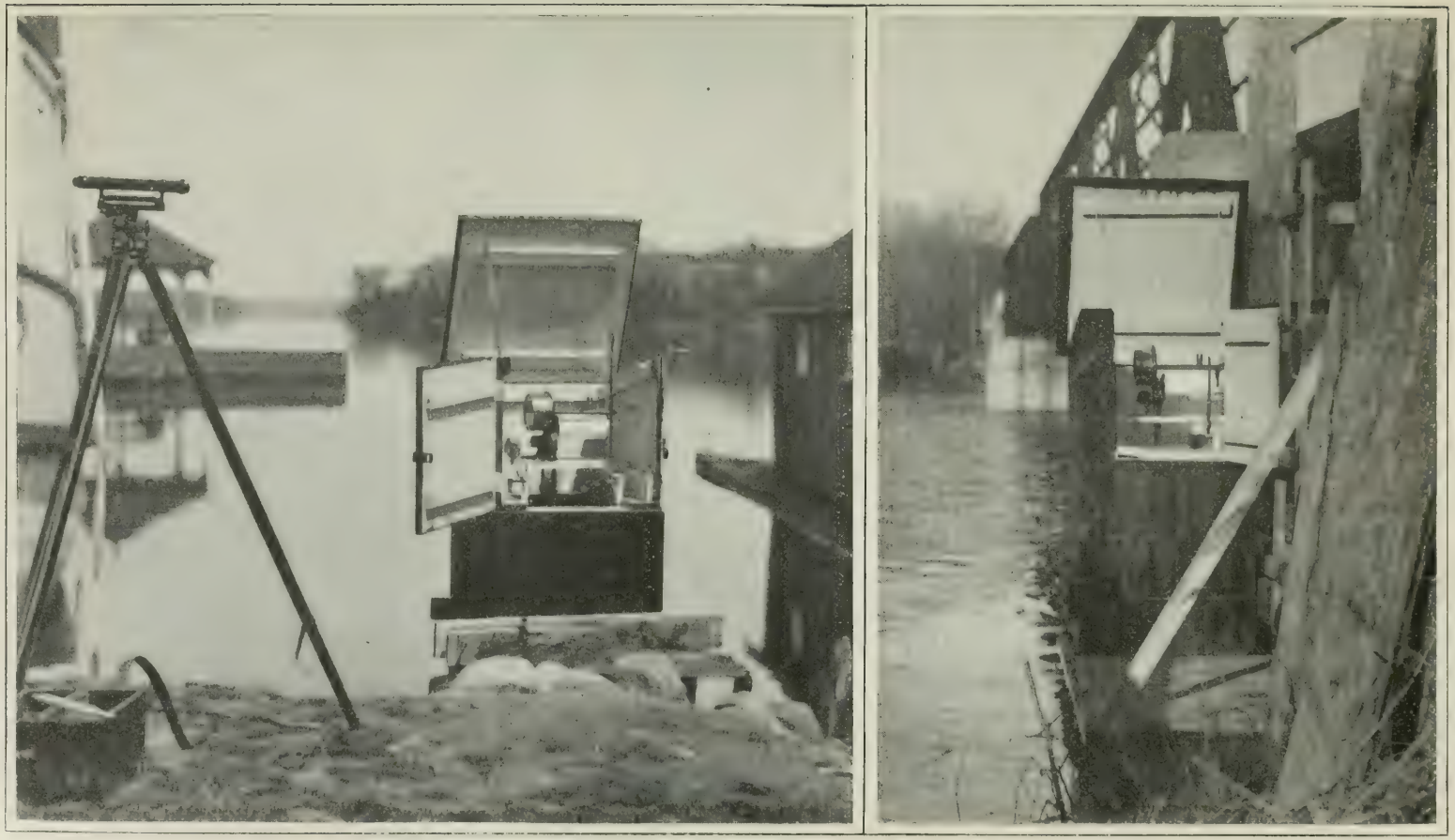


PLATE C—RICE LAKE GAUGES

Gurley graphic recording-type gauges as installed at Gore Landing (left) and Keene (right)

draw down the Lake by prolonging the excess flow beyond the period of surplus supply. Under such conditions, the period of surplus closes with the lake elevation low rather than high, and, unfortunately, with the water, which might have been stored, wasted. When it becomes apparent that the lake is low the flow is reduced, frequently to such an extent that the lake begins to rise. If the period following the surplus should, owing to the prevailing climatic conditions and the inflow at Peterboro, be one of natural depression, when the flow at Hastings would ordinarily have been augmented by drawing on storage from Rice lake, it is clear that a reduction of flow at Hastings sufficient to build up Rice lake will create a shortage.

In previous power shortages, it has invariably been the case that the amount of water necessary to supply the interrupted load could, without ill effects, have been drawn off Rice lake for a period of time sufficient to enable a thorough investigation of conditions to be made before deciding upon the course of action to pursue. In practical regulation, hasty action, with its risk of serious consequences, is unnecessary. If a shortage appears to threaten, every effort should be made to defer it until careful studies have been made and all interested parties have been notified. The control of Rice lake is of such importance as to demand the use of carefully selected measuring equipment, the required accuracy of which depends upon the latitude in elevation permitted. To regulate successfully within the present narrow limits, equipment such as described in the following paragraphs should be used.

The Commission's Methods

No matter what method of control is attempted, in order to obtain satisfactory results reliable data of stage and flow of the waters involved must be available. The Hydro-Electric Power Commission of Ontario has recognized this fact, and at considerable expense and no small effort it has provided the best equipment obtainable in order to assemble all the essential data for a proper consideration of the problem in hand.

A brief description of this equipment is of interest.

Two Gurley graphic water-stage registers (see plates B and C), located on opposite sides of Rice lake at Gores Landing and at Keene, provide continuous graphic records of the elevation of the lake at each point, from which the mean elevation can be determined with ample accuracy by superimposing one graph upon the other, or by tracing both the weekly originals, as they are completed, on cross-section paper specially designed for the purpose. Information on the changes as recorded from day to day during critical periods is obtained from the attendants by telephone.

Plate B shows the Gurley water-stage register with the seven day recording paper, and gives a very good idea of the precision of this rugged yet finely constructed instrument, while plate C shows the same register as it is actually installed on Rice lake at Gore Landing and at Keene.

Plate D is a photograph of 21 weekly charts from Gores Landing with the Keene records traced on them, showing, in a most convincing manner, the effect of windage which simultaneously raises the water at one point and lowers it at the other. The effect of windage is, in fact, so nearly equal and opposite that the appearance of "mirror symmetry" results when the graphs are in proper relation to each other and makes it very simple indeed to determine the mean lake elevation.

For convenience in comparison, this mean line of water level is read and replotted on cross-section paper along with other essential factors affecting operation—as shown on plates E and G.

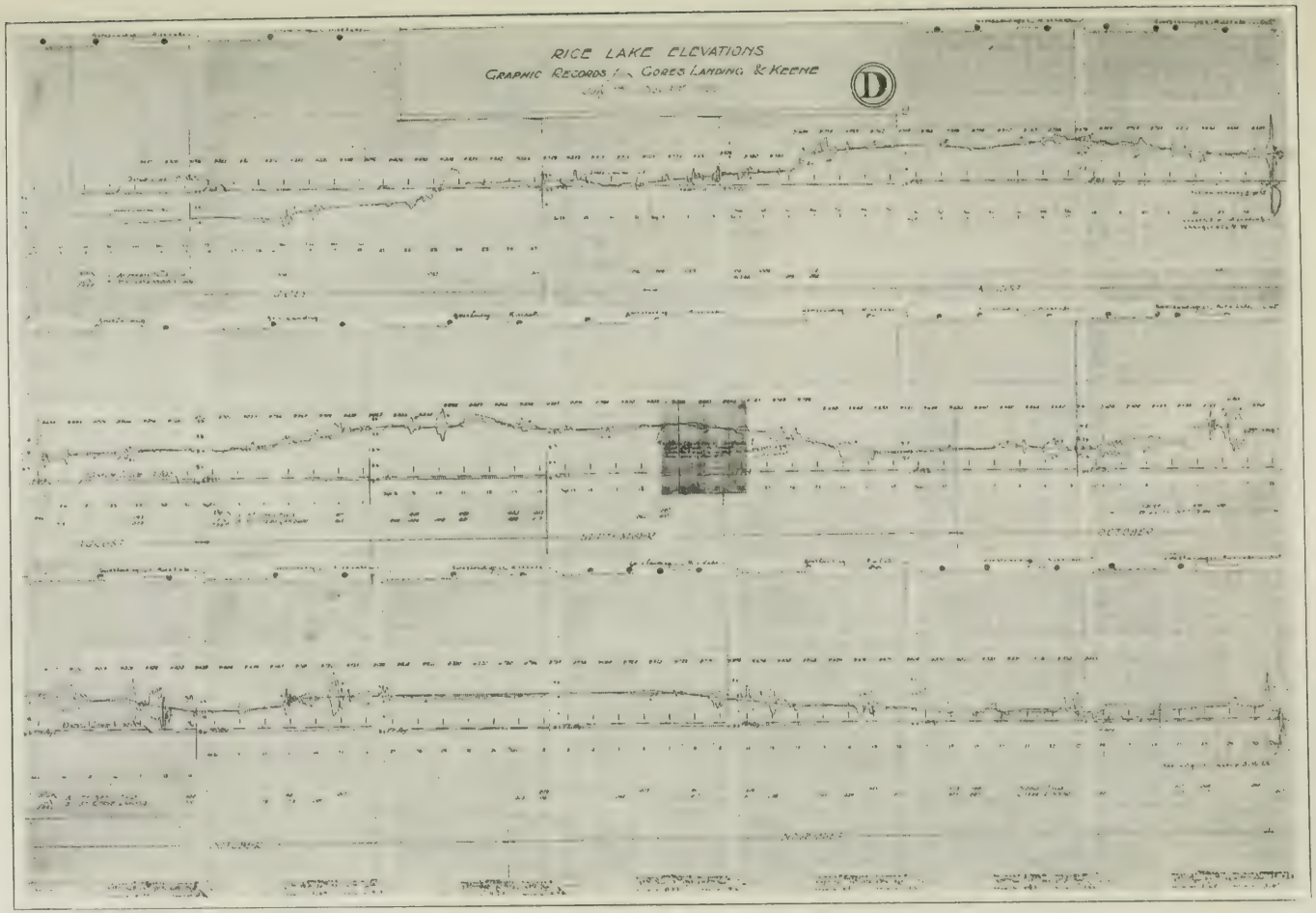


PLATE D

A photograph of twenty-one weekly charts from graphic recording gauge at Gore Landing, with the records from the Keene gauge traced upon them. Note effect of windage which simultaneously raises the lake at one point and lowers it at the other, giving the effect of "mirror-symmetry"

The gauging stations at Gores Landing and at Keene are equipped with rain gauges to assist in analysing changes in lake elevations and in studying conditions of water supply.

The records obtained from this equipment are not as yet used to aid in flow regulation.

Calculation of Hastings Flow

Let us consider next the flow conditions at Hastings. The area of the reach, called the Heely-Hastings reach—which, as the name implies, lies between Heely falls and Hastings—is known, and the flow at Heely falls is measured and computed daily. The elevation of the Heely-Hastings reach is also read at regular intervals each day. This enables the Commission, by computing the amount of flow—either stored or withdrawn from the reach according as its elevation has increased or decreased—to calculate, from the Heely falls measured flow, the flow at Hastings. Owing to the effect on the Heely-Hastings reach of precipitation and evaporation, this method of calculation does not give the exact flow at Hastings, but it does give an even more useful quantity, viz., the net available water supply into the Heely-Hastings reach—allowing for all, sources of supply and loss—expressed in terms of a flow at Hastings. This method of computation yields results which are not only instructive but which would also be of great value in securing improved regulation.

Operating Utility of the Heely-Hastings Reach

The term "Heely-Hastings reach" is used so frequently in this discussion, and the reach itself is of such importance in the efficient utilization of the available flow at Hastings for the development of power, that it appears desirable to devote a little attention to the purpose it serves in operation.

The Heely-Hastings reach is simply a section of the Trent river between Heely falls and Hastings. Its area is 5½ square miles. The Commission is permitted, in order to minimize wastage of water, a latitude of 6 inches in the elevation of this reach, and when no logs are out of the Heely falls dam, the Commission is responsible for maintaining it above the minimum. The maximum level is always regulated by the lockmaster and when logs are out of the Heely falls dam, the minimum level is also regulated by him.

The load on the Central Ontario and Trent system follows a fairly consistent daily and weekly cycle. It is, of course, a well-known fact that the day load is considerably heavier than the night load, also that from Saturday noon to Monday morning the load is greatly reduced. The 6 inches permissible variation provides an equalizing basin which enables the Saturday and Sunday surplus flow to be stored for use during the remainder of the week; and the surplus flow at night to be stored for use the next day, thus effecting, during conservation periods, a very considerable saving. This latitude is also very useful in smoothing out temporary fluctuations in the flow at Hastings. For instance, should the Hastings flow during the early part of the week be low, it can be made up at Heely falls by drawing more heavily than usual upon the Heely-Hastings reach without ill results, provided sufficient additional flow is released at Hastings during the latter part of the week to make up the required weekly total.

It should be noted that Heely falls shares the system load variations with the other plants between Hastings and Percy reach, (see plate A for plants and locations). These plants all operate in parallel and by a proper division of load each utilizes the same flow, while maintaining the prescribed reach elevation. Since there are no undeveloped dams intervening, any increase in load at Heely falls results in additional flow being available almost instantly at the plants

below; in effect, the intake of each plant might be directly connected to the discharge of the one above. Thus the storage provided by the Heely-Hastings reach is effective throughout a large and important group of plants. The remainder of the Commission's plants, having no latitude on their reaches, utilize the flow as it comes to them.

Preparation of Operating Data

In order to facilitate the study of operating problems and to make them clear to the various parties interested in the regulation of the Trent and Otonabee rivers, a number of very instructive graphs have been prepared based upon a careful analysis of the various data involved. These graphs, almost at a glance, give a better idea of the operating difficulties than could be obtained by a most laborious study of tabulated figures. As an example of these graphs, plate E is selected for consideration.

Although at first glance plate E may appear complicated, it is in reality very simple, and since it correlates in proper time phase the principal operating features, it is highly instructive. The actual stream flow at Peterboro, at Hastings and at Heely falls, could not be included on this plate without seriously impairing its usefulness through making it difficult to read. They are, however, unnecessary to an understanding of the operating difficulties which are much more clearly and simply shown by the graphs presented, summarizing, as they do, the system conditions.

The graphs on plate E comprise the following:

Weekly Averages in Kilowatts of:
- 1—System load,
- 2—Power equivalent of the total flow at all dams.

Daily Averages in Kilowatts of:
- 3—Wastage at all dams,
- 4—Total power purchased.

Relative Elevations at Midnight of:
- 5—Rice lake,
- 6—Heely-Hastings reach.

Estimates of Load Reduction in Kilowatts:
- 7—July load reduction,
- 8—December load reduction.

Before taking up in detail the more striking specific instances of the operating difficulties encountered, a discussion of some of the general features will be helpful.

General Remarks on Plate E

The system average load, shown by graph No. 1 on plate E, is a measure of the water requirements at all plants. It should be appreciated, however, that the introduction of a new development producing additional power without an increase of flow radically alters the relationship between flow and load conditions prior and subsequent to the introduction of the new plant. A portion of the capacity of the new plant at Ranney falls became available during the latter part of August, but additional load came on early in September, and these facts preclude a comparison of the required flow based on loads before and after this period, inasmuch as the increase in capacity exceeded the increase in load without any increase in flow.

Uniformity of System Load

With the exception just noted, the uniformity of the system demand for water is most striking. There is, of course, the usual seasonal load increase throughout the late summer and fall, reaching a maximum during the dark winter months, but, curiously, the change in climatic conditions to which this increase in load may be attributed, is accompanied by a change in flow conditions. While no hard and fast assertions can be made with respect to the extent of the change in flow conditions at any given season, nevertheless, owing to the wide variations in precipitation, evaporation, transpiration, ground water flow, etc., it is safe to say, in general, that the diminution in evaporation losses in the late summer and fall and their almost complete disappearance with the winter ice cover, is accompanied by a marked "pick up" in the natural flow. This is especially noticeable in a season of normal or high ground water when the natural flow alone is often sufficient to meet the winter load requirements. Limited space prevents an extended discussion of this somewhat complex subject, but it is interesting to observe that the increase in the winter load over the summer load is more than compensated for by an improvement in the natural flow conditions, and that an increase in the demand upon storage, proportional to the increase in load, is not required.

Erratic Variations of Available Power

Contrast this uniformity of flow requirements with the fluctuations in the actual flow of water available for producing power for the system, as shown by graph No. 2, plate E, which is called *Average Weekly Power Equivalent of Total Flow at all Dams*. What this graph represents will best be understood by a reference to graph No. 3. The surplus flow at each plant is measured daily with such accuracy as conditions permit, and, after deducting the normal dam leakage, is reduced to equivalent kilowatts. Graph No. 3 is a plotting of the daily summation of this quantity for all the dams on the system, including the auxiliaries. Since the daily values are not as informative as the weekly averages—because of the weekly load cycle previously described, and the storage afforded by the Heely-Hastings reach which enables the daily variations to be economically taken care of—this summation of the power equivalent of the daily water wasted at all dams has been averaged for *each week* and added to the *weekly* system average load, the result of which is graph No. 2. The dotted hatched area between graphs 1 and 2 represents, then, the weekly average surplus power throughout the system, of which the area under graph 3 is a daily analysis for comparison with Rice lake and the Heely-Hastings reach.

No flow measurement can be considered so informative as graph No. 2, because the intervention of Rice lake and various reaches, including among numerous smaller ones Heely-Hastings reach and Percy reach, alters the relation of the flow throughout to such an extent that it becomes necessary to average the conditions at each plant and sum up the whole. These features are incorporated in graph No. 2.

When consideration is given to these graphs and, in particular, to the time relationships and the relative magnitude of the various surpluses and shortages, it is at once evident that the latter were quite unnecessary.

A study of conditions at Rice lake and at the Heely-Hastings reach will be found interesting and instructive, both with regard to these and other matters which will be mentioned later.

Under actual conditions of regulation, it is, of course, quite impossible to avoid some periods of surplus. Nevertheless, it is also quite possible to avoid

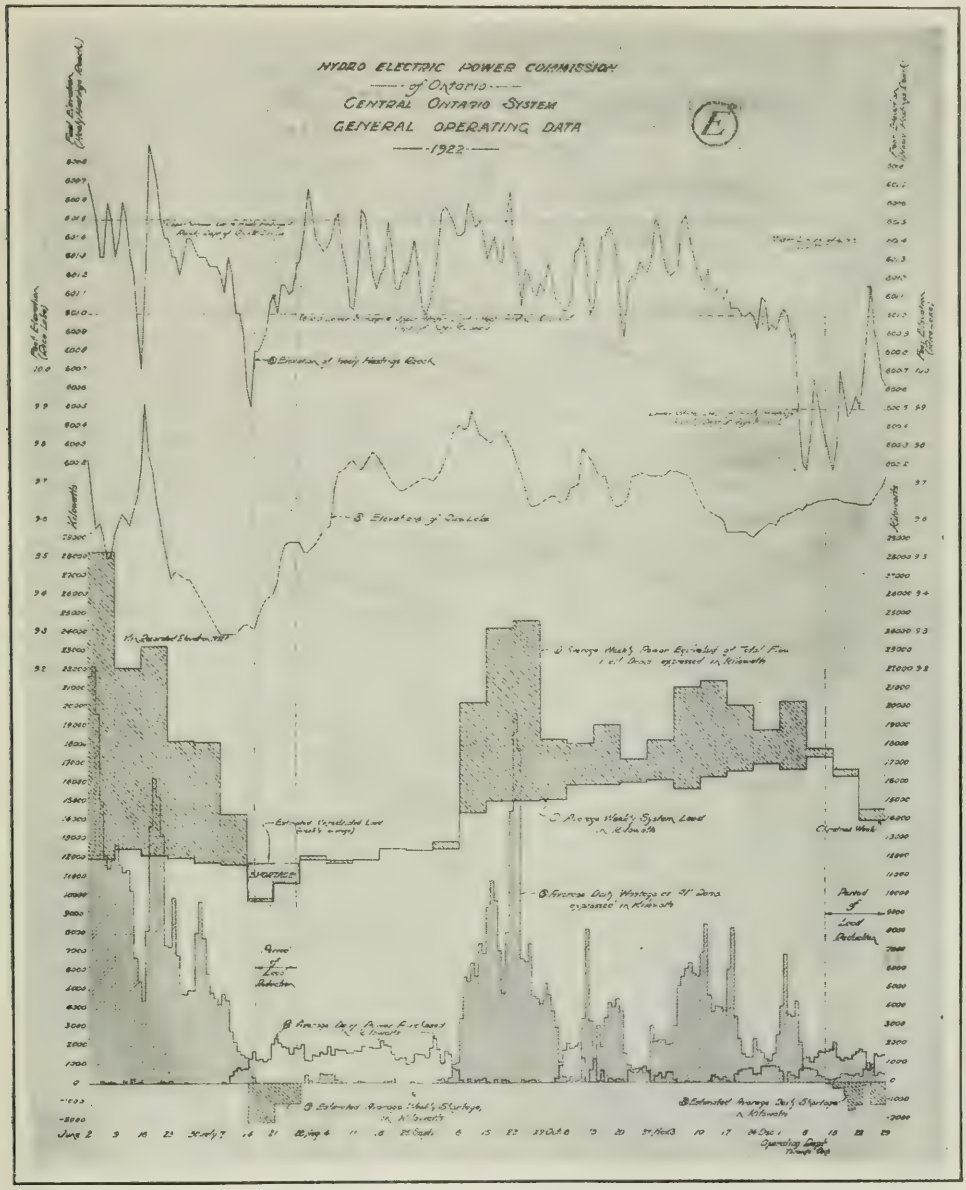


PLATE E

shortages which, so to speak, are mingled with relatively enormous wastages. In general, it would seem that the most reasonable procedure would be to defer the wastages to the last moment and to hold all the water which can be held until the replenishment period is at hand.

In the graphs here presented, there are a few minor points which may at first appear to be in contradiction. Limited space prevents a full description of such items, but it may be stated that upon investigation the seeming discrepancies vanish. By way of illustration, the small wastages during the weeks ending August 4 and August 11 may be cited. These wastages are shown by

the small hatched areas at the base line on plate E and, occurring as they did at a time of scarcity when all available power was being purchased (see graph 4), they present an apparent contradiction. As a matter of fact, the explanation is simple. A small portion of the total wastage was due to limitations in the storage capacity of the Heely-Hastings reach which, on Sunday, July 30, was filled to overflowing so that a small amount of purchaseable power had to be allowed to waste since its purchase would have raised the Heely-Hastings reach too much above the maximum elevation established by the Department of Railways and Canals. The larger amount, however, was due to a burn-out of a generator at the Campbellford town plant, dam 12, which prevented this plant from utilizing the full flow and thus caused this wastage.

The July Power Shortage

A most striking example of the need for improvement in the facilities for flow regulation at Hastings is presented in the power shortage of July, 1922. Graph No. 3, plate E, shows but a small part of the tremendous surplus which began with the spring freshet and terminated abruptly with Rice lake at the lowest elevation recorded for the season. At the close of this surplus a number of incidents occurred which, combined, had a great effect upon the flow at Hastings, although the exact effect attributable to each incident is difficult to determine. Apparently some of these incidents were, at the time, unknown either to the lockmaster or to those directing the regulation. The Department's dam was tightened and most of the leakage stopped. The Fowlds Company, upon instructions, stopped considerable leakage through their intake works and later shut down their plant completely for repairs. The resulting flow was totally inadequate for power requirements.

Despite the fact that the rainfall during this period was less than the 53 year average, storage on Rice lake was rapidly built up by this reduction in flow.

Rice lake, which had been drawn down to the minimum elevation recorded for the season, by prolonging a freshet flow beyond the period of surplus supply and thus wasting a large amount of water, was next built up by so greatly reducing the flow at Hastings as to cause a power shortage.

By borrowing water from the Heely-Hastings reach (graph No. 6, plate E), load reductions were for a time deferred, but the restricted flow continued, and the Commission, having drawn the reach below the regulated minimum, was required to build it up again. Although the available flow at Hastings was less than that required to supply the system demand for power, the Heely falls flow was further reduced in order to build up the Heely-Hastings reach and restore its elevation which had been lowered by the borrowing of its water in order to carry load at the commencement of the restricted flow. Thus the power shortage which otherwise would have been spread more lightly over a longer period, was concentrated into the period from July 17 to July 27, inclusive.

Effect on Rice Lake of Supplying the Shortage

The July shortage could have been avoided by drawing water from Rice lake in a variety of ways, none of which, apparently, would have resulted in the slightest injury to other interests. To show this more clearly plate G has been prepared and, after a few general remarks, will be discussed in detail.

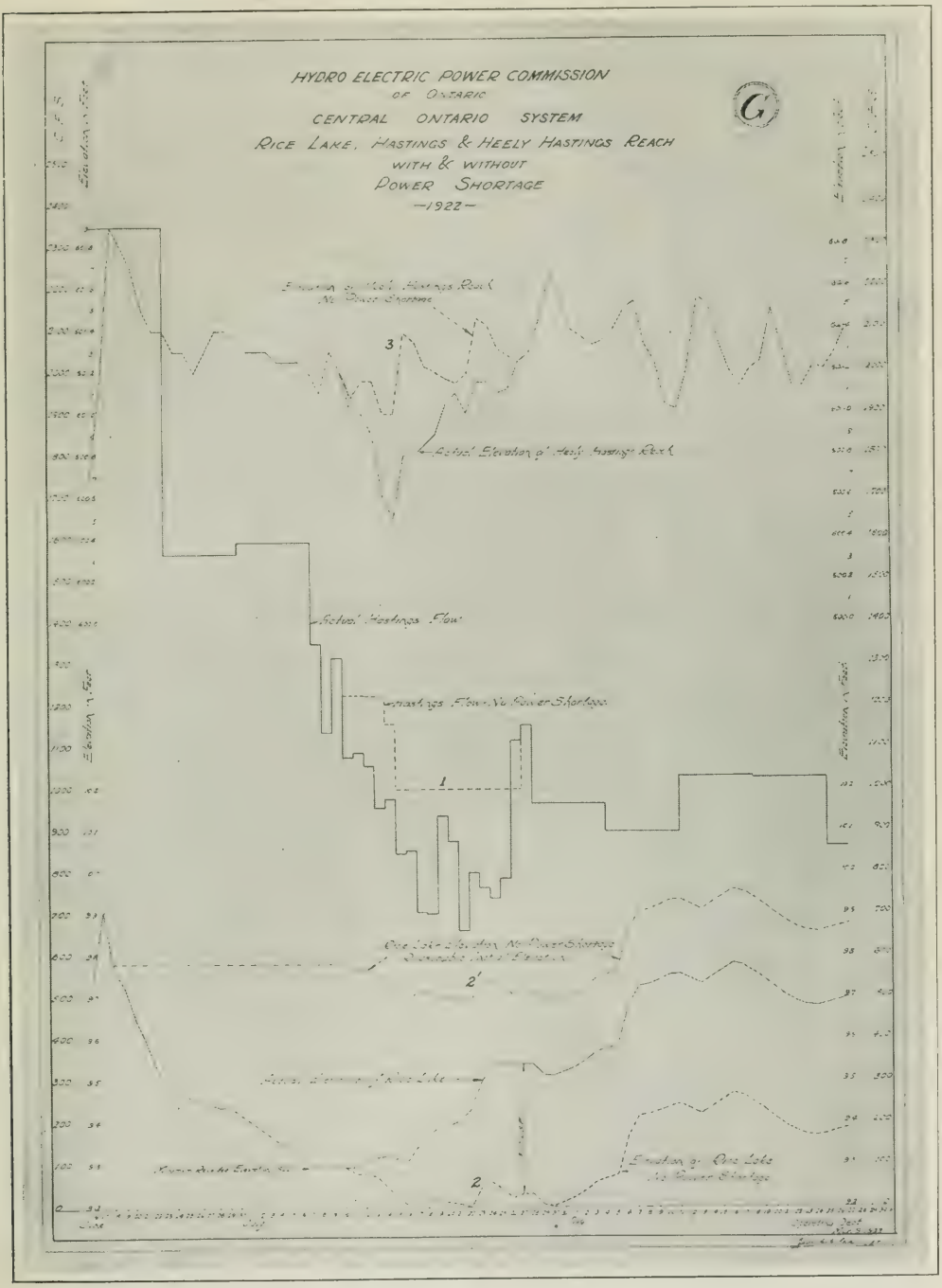


PLATE G

These graphs show the elevations of Rice lake during the power shortage of July, 1922, also the elevations which Rice lake would have followed had sufficient water been drawn off it to supply the entire shortage. The estimated flow required at Hastings and the elevation of the Heely-Hastings reach is also shown

Obviously any study of a regimen of Rice lake which would have supplied sufficient water to eliminate the power shortage, rests upon an estimate of the average unrestricted load of the system. After a careful consideration of various methods, two of which are described below under "Estimated Load Reductions," the simple expedient of averaging four weeks, two immediately preceding and two immediately following the shortage weeks, was adopted. In drawing conclusions as to its accuracy the result, which is shown graphically on plate E, may be compared with the general trend of the average load.

With this estimate of load as a starting point, the average weekly flow required at Heely falls was calculated and apportioned to the days of the week in accordance with the mean flow cycle at Heely falls which prevailed from July 29 to August 25 inclusive—a period during which there was practically no wastage. As a practical check on this estimate of the average weekly flow required to carry the average weekly unrestricted load of the system, it may be stated that, with the same available generating equipment, mean weekly flows less than the estimate have produced average weekly loads greater than the estimated unrestricted load during the shortage weeks.

Returning to plate G, graph No. 1, shows the flows at Hastings required to maintain the Heely-Hastings reach above the minimum, while at the same time providing sufficient water at Heely falls to carry the entire unrestricted load of the system.

Had water sufficient to provide these additional flows been taken each day from Rice lake, the resulting elevations would have been as shown by graph No. 2.

While Rice lake actually built up rapidly during the shortage, graph No. 2 shows that had Rice lake been drawn upon to supply the entire shortage it would, at first, have dropped about one inch. Since the lake, as ordinarily regulated is, and must be, continually rising and falling, this drop of about one inch has no particular significance. Graph No. 2 also shows that by August 6 the original level would have been regained, hence during the interval the actual supply was equal to the unrestricted requirements. The fact that Rice lake continued, on the whole, to gain right up to the period of the heavy surplus during September shows that the supply thereafter exceeded the requirements. This September surplus will be dealt with later.

Had Rice lake, prior to the shortage, been held up to the elevation which, on August 16, it actually attained during a period of power scarcity and low rainfall, power equivalent to double the shortage would have been saved. Graph No. 2′ shows the elevations after July 10 which would have resulted under such conditions. Graph No. 3 shows the elevation of the Heely-Hastings reach corresponding to graphs Nos. 1 and 2.

While the general effect of climatic conditions has already been discussed, it should again be noted here that the rainfall during the months of July and August was less than the average for 53 years. Further, that the rainfall during any representative period such as July 1 to July 10; July 10 to July 16, or July 10 to July 28, etc., etc., was also less than the 53-year average.

The Effect of Drawing Down the Heely-Hastings Reach

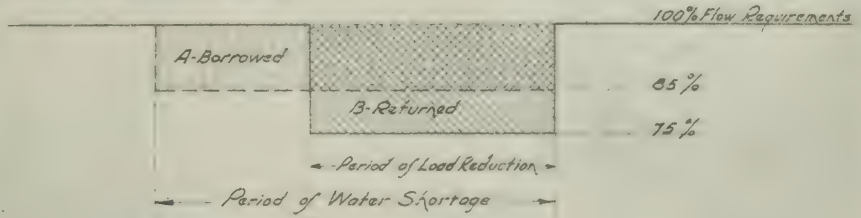
The statement that the Commission's action in drawing down the Heely-Hastings reach caused the July power shortage has frequently been made, but this statement is absolutely without foundation. This reach functions normally as an equalizing basin –that is, as a storage reservoir—and amongst other uses this storage capacity serves to augment deficiencies and store surpluses

FLOW REGULATION
at
HEELY FALLS

F

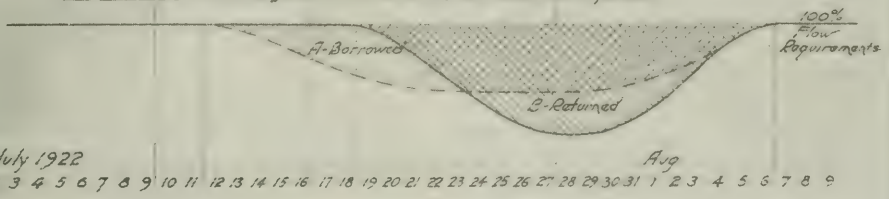
These Graphs represent two methods of flow regulation at Heely Falls. Simplified conditions approximating the facts and assuming no artificial control between Heely Falls and Trenton have been selected.

FLOW at HEELY FALLS



FLOW at TRENTON

Result at Trenton of the above conditions at Heely Falls.



July 1922 Aug
2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6 7 8 9

Notes —

The Heavy Solid Flow Lines approximate the actual conditions of regulation which drew down the Heely-Hastings Reach and deferred the shortage, concentrating it into a shorter period.

The Heavy Dotted Flow Lines approximate the conditions which would have maintained the Heely-Hastings Reach and distributed the shortage over a longer Period.

Area 'A' represents a quantity of water which was actually borrowed from the Heely-Hastings Reach in order to maintain the Heely Falls flow in spite of the reduced supply at Hastings.

Area 'B' represents a quantity of water returned to the Heely-Hastings Reach by reducing the Heely Falls flow below the amount available at Hastings.

Since a portion of area 'B' at Trenton was returned after the close of the shortage, Trenton produced a greater number of Kilowatt Hours, during the shortage period, than would have been produced had the Heely-Hastings Reach not been drawn down.

H. E. P. C.
Operating Department

PLATE F

in the Hastings flow. Although the reach was drawn down below the regulated minimum, this was done in full expectation that the stoppage occurring immediately after a tremendous surplus would only be temporary and that the reach would be refilled by increasing the flow at Hastings.

From the closure of the Heely falls dam on July 10 to the end of the power shortage no water was wasted over that dam and, since all the water available for power purposes was converted into electrical energy, it is evident that no other method of operation would have produced at Heely falls more power from the same water. The distribution of the power throughout the shortage period might have been altered, but the total amount generated could not have been increased.

The Commission's plants below Heely falls also utilized the available flow to the utmost. The plant at Campbellford, dam No. 11, is so close to Heely falls that the flow conditions are nearly identical and, since no water was wasted at this plant, the arguments which apply at Heely falls also apply at dam No. 11. Dams Nos. 2 and 5 at Trenton and Frankford are separated from Heely falls by so many canal reaches and such areas of natural storage that for short periods of time no direct relation exists between the flow at these two points.

In studying the graphs presented on plate F, which has been prepared to make this discussion more clear, it must be borne in mind that the reaches and bodies of water between Heely falls and Trenton are controlled by the manipulation of stop logs, and that the manner in which these logs are handled has a much more pronounced effect on the flow at Trenton, at any rate for short periods, than have fluctuations in the flow at Heely falls. The graphs on plate F represent hypothetical conditions and take into account only the natural damping effect of the reaches between Heely falls and Trenton, assuming all other conditions constant, and it is, therefore, possible to compare the results at Trenton of drawing down the Heely-Hastings reach, with those which would have obtained had the reach elevation been maintained above the minimum. It is impossible, on account of stop log manipulation between these points, to attempt to portray the exact conditions since such manipulations so profoundly modify the flow at Trenton resulting from either method of regulation at Heely falls.

The heavy solid flow lines represent approximately the results at Heely falls and at Trenton of the actual method of flow regulation which drew down the Heely-Hastings reach, while the dotted lines show a method of regulation which would have maintained the reach. Since no water was wasted, the solidly hatched area above the solid line is equal to the dotted hatched area above the dotted line, and, subtracting the common cross-hatched portion, the remaining areas A and B are evidently equal. Area A represents the water borrowed from the Heely-Hastings reach to maintain additional flow at Heely falls up to the period of load reduction, while area B represents the same amount of water, stored on the Heely-Hastings reach during the period of load reduction in order to restore its elevation.

At Heely falls the amount borrowed was returned during the shortage period. Therefore, the total energy produced during this period was the same as though the Heely-Hastings reach had not been drawn down, but this is not true at Trenton where the effect of changes in the flow at Heely falls is delayed and smoothed out by the damping effect of the intervening reaches. Any cycle of change at Heely falls results in a delayed and more gradual cycle at Trenton, and is there spread over a longer period; consequently it is not surprising that area B, which represents the effect at Trenton of restoring the elevation

of the Heely-Hastings reach, by returning the water borrowed therefrom, extends beyond the shortage period. Thus during the power shortage period, the method adopted actually produced more kilowatt-hours at Trenton than would have been produced had the Heely-Hastings reach not been drawn down. A reduction in power at Trenton corresponding to the portion of area B which extends beyond the power shortage period was, of course, felt but, since it occurred after additional flow had been provided at Heely falls and when the entire demand of the system for power was being met, it is evident that a greater amount of power was available during the power shortage from the water liberated at Heely falls under the regulation pursued than if the reach had not been drawn down below the specified limits.

Reduced Capacity of Dams 2 and 5

It is appropriate to note here that during the power shortage the ratio of the output of dams Nos. 2 and 5 to that of dam No. 11 and to that of dam No. 14, with due allowance for the Crow river, was considerably below average. While the Commission has no record of the elevation of Percy reach, there is, nevertheless, reason to believe that the shortage was made more acute by storing on Percy reach as well as on Rice lake. This seems to be borne out by the fact that shortly after the shortage period this ratio exceeded the average.

Pre-Shortage Conditions

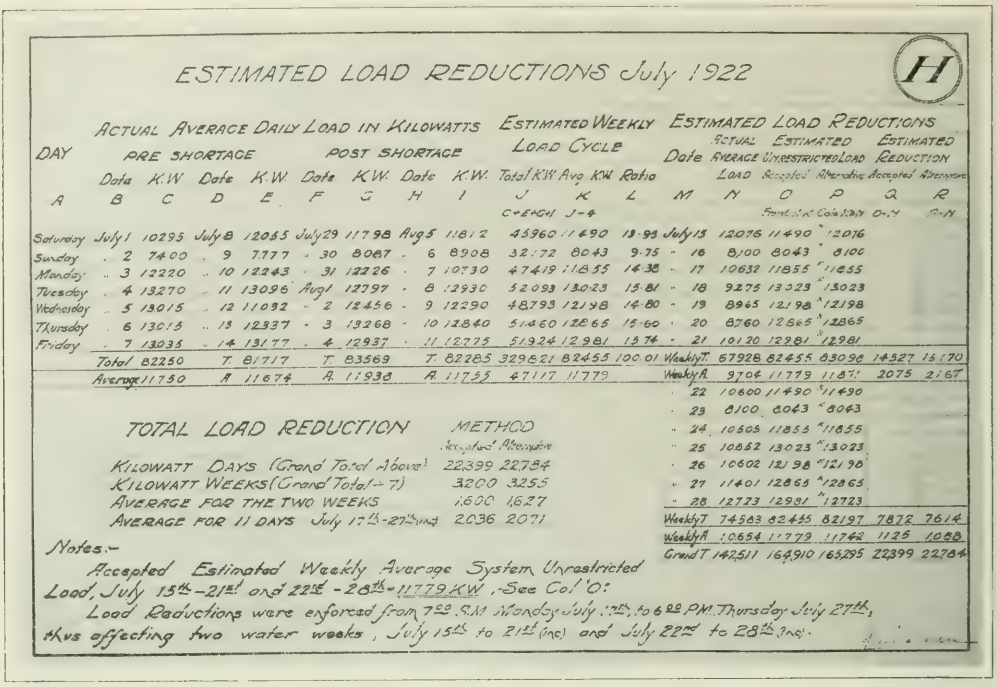
For those who wish to inquire more deeply into the conditions immediately prior to the shortage, plate I has been prepared showing the power equivalent in kilowatts of the water wasted over the stop logs of all dams—omitting normal dam leakage. For plate I see page 619 overleaf.

Discussion of Plate I

Since logs were out of the Heely falls dam until 9.15 a.m. July 10—exactly one week before load reductions were made,—it was useless, until then, to buy power at Campbellford or at Peterboro in an attempt to store water. The elevations of the Heely-Hastings reach had been most erratic and the flow had been abundant; consequently no alarm was felt when upon the closure of the Heely falls dam the elevation of the reach dropped somewhat; nevertheless, since it was already low on account of previous wastage over the dam, as a precaution power was at once purchased from dam No. 12 at Campbellford. Under such conditions it is not surprising that a certain amount of power—mostly purchasable—was not utilized during the three and a half days which followed. The wastage at Heely falls was due to dam leakage, and at dam No. 18 to log driving, both being circumstances outside of the Commission's control. That the reach would, as usual, build up over the week end, no one questioned. This accounts for the wastage which occurred from July 1 to July 13, inclusive, as shown by area B.

By midnight Thursday, July 13, when the reach was below the prescribed limit, the wastage represented by area C occurred. The amount, however, is comparatively trifling—being only 4 per cent of B.

At midnight Sunday, July 9, the Heely-Hastings reach contained three-fifths of the permissible storage water. Had the Heely falls dam been closed on Saturday, the 8th, instead of on Monday, the reach would have been full, thus storing power equivalent to area C and starting the week advantageously rather than under a handicap.



ESTIMATED LOAD REDUCTIONS July 1922

H

DAY	Actual Average Daily Load in Kilowatts Pre Shortage				Post Shortage				Estimated Weekly Load Cycle			Estimated Load Reductions					
	Date	K.W.	Date	K.W.	Date	K.W.	Date	K.W.	Total K.W.	Avg. K.W.	Ratio	Date	Average Unrestricted Load	Estimated Accepted Load	Estimated Alternative Accepted Load	Estimated Reduction Accepted	Estimated Reduction Alternative
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
										C+E+G+I	J÷4				From Col. N	Col. N-O	Col. N-P
Saturday	July 1	10295	July 8	12065	July 29	11798	Aug 5	11812	45960	11490	13.93	July 15	12076	11490	" 12076		
Sunday	" 2	7400	" 9	7777	" 30	8067	" 6	8908	32172	8043	9.75	" 16	8100	8043	" 8100		
Monday	" 3	12220	" 10	12243	" 31	12226	" 7	10730	47419	11855	14.38	" 17	10632	11855	"11855		
Tuesday	" 4	13270	" 11	13096	Aug 1	12797	" 8	12930	52093	13023	15.81	" 18	9275	13023	"13023		
Wednesday	" 5	13015	" 12	11092	" 2	12456	" 9	12290	48793	12198	14.80	" 19	8965	12198	"12198		
Thursday	" 6	13015	" 13	12337	" 3	13268	" 10	12840	51460	12865	15.60	" 20	8760	12865	"12865		
Friday	" 7	13035	" 14	13177	" 4	12937	" 11	12775	51924	12981	13.74	" 21	10130	12981	"12981		
	Total	82250	T.	81717	T.	83569	T.	82285	329821	82455	100.01	WeeklyT	67928	82455	83098	14527	16170
	Average	11750	A.	11674	A.	11938	A.	11755	47117	11779		WeeklyA	9704	11779	11871	2075	2167
												" 22	10600	11490	"11490		
												" 23	8100	8043	"8043		
												" 24	10505	11855	"11855		
												" 25	10662	13023	"13023		
												" 26	10602	12198	"12198		
												" 27	11401	12865	"12865		
												" 28	12723	12981	"12723		
												WeeklyT	74583	82455	82197	7872	7614
												WeeklyA	10654	11779	11742	1125	1088
												GrandT	142511	164910	165295	22399	22784

TOTAL LOAD REDUCTION METHOD

	Accepted	Alternative
Kilowatt Days (Grand Total Above)	22399	22784
Kilowatt Weeks (Grand Total ÷ 7)	3200	3255
Average for the two weeks	1600	1627
Average for 11 days July 17th-27th (incl)	2036	2071

Notes:-
Accepted Estimated Weekly Average System Unrestricted Load, July 15th-21st and 22nd-28th = 11779 KW, -See Col "O"
Load Reductions were enforced from 7.00 A.M. Monday July 17th, to 6.00 P.M. Thursday July 27th, thus effecting two water weeks, July 15th to 21st (incl) and July 22nd to 28th (incl).

PLATE H

Estimated Load Reductions—Plate H

Owing to the general nature of the load reductions from July 17 to July 27, inclusive, which were pro-rated over the entire system, and owing also to the difficulty of obtaining reliable information concerning the reduction of load actually made by each consumer, no useful estimate of the total load reduction of the system can be deduced from such data. The reduction has, therefore, been estimated from a comparison of the actual load carried during this period with the loads carried during similar periods before and after.

Method No. 1—Accepted

While the average load of the system is subject to abrupt changes from day to day, the average weekly load, as has been pointed out, is quite consistent and, on account of the storage afforded by the Heely-Hastings reach, the average for a weekly period is the most informative and is used for nearly all calculations. In method No. 1 the actual weekly average load for the weeks ending July 21 and July 28 has been subtracted from the average of four weeks—the two preceding and the two following the shortage weeks—the difference being taken as the shortage. This appears on plate H in the form of total kilowatt-days, kilowatt-weeks and average kilowatts for two weeks, the latter amounting to 1,600 kilowatts.

Method No. 2—Alternative

It may be argued that the estimate of load reduction should be confined to the exact period during which load was reduced. To meet this argument, the four Mondays, Tuesdays, etc., during the two previous and the two following weeks, were averaged. The resulting figures approximate for this season of the year the daily load variation of the typical week, used in Method No. 1, see

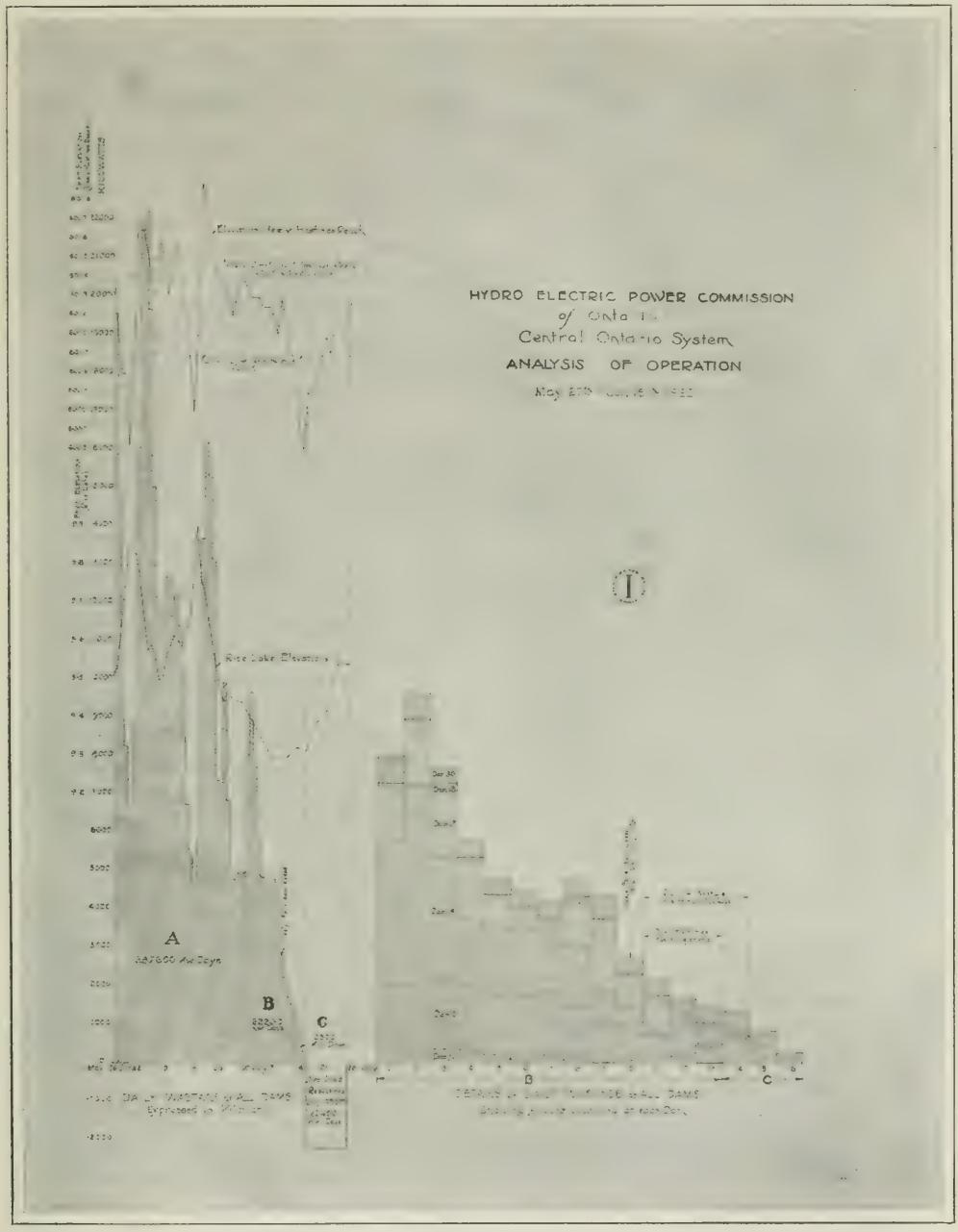


PLATE I

plate H, column K. These day loads were then substituted for the actual loads from July 17 to July 27, inclusive, (column P) and the result taken as the system unrestricted load. The reduction by this method works out to an average of 1,628 kilowatts for two weeks. The difference is due to the fact that the actual average load on July 15, 16 and 28, is 385 kilowatt-days or 55 kilowatt-weeks heavier than the typical Saturday, Sunday and Friday.

While both these methods are reasonable, No. 1 seems preferable since individual days do not strictly follow the average cycle, while weekly periods are much steadier and more uniform. Furthermore, Method No. 1 assumes the same unrestricted load for both weeks—which is a natural assumption and more suited to graphical treatment—while No. 2 does not.

Although Method No. 1 has been used in the load graphs, nevertheless all flow calculations, for the sake of conservatism, are based on a heavier load than either method gives.

Passing next to other incidents: a period of heavy wastage equivalent to about eight times the July power shortage occurred from September 8 to October 5, as will be seen by referring again to plate E. During this period heavy rains occurred in the head waters of the Gull and Burnt rivers. Under the prescribed system of regulation it is problematical how much of this could have been saved. Certainly some of it could because the Kawartha lakes alone would have held more water on October 6.

From October 6 to October 10, a period of power scarcity, during which all available power was purchased, will be seen sandwiched in between two periods of water surplus. During the surplus preceding the period of scarcity, the Heely-Hastings reach had been kept low by control at the Heely falls dam. As a result, when the large surplus closed, as it did, abruptly, the reach was practically down to the regulated minimum and, moreover, the flow at Hastings was insufficient for load requirements without purchasing power. In view of the experience during July, every possible effort was made to raise the reach elevation so as to have a certain amount of water available for the regular weekly cycle plus a small contingency reserve. By purchasing all available power, the reach was in five days built up four-fifths of the permissible amount, whereupon, without any discussion of conditions, logs were again taken out by the tender of the dam at Heely falls, and the entire amount of water accumulated in the Heely-Hastings reach through the purchase of power by the Commission was wasted. The logs were left out until the reach was drawn down to the minimum so that on the 13th and 14th of July it again became necessary to purchase power in order to carry load. Then followed another period of surplus.

During the month of December, load reductions totalling about one-half the July power shortage were made, although the total wastage from October 11 to December 8, during which time precipitation was low (notice that this period does not include the heavy September wastage), would have supplied this shortage twelve times over.

It is clear that fixing responsibility for the difficulties in operation which have arisen during the past year is no part of the object of this discussion. The remaining water powers on the Trent and Otonabee rivers, which may economically be developed to supply the rapidly increasing demand for power on the Central Ontario system, are limited. It is, therefore, absolutely necessary that the surplus waters of these rivers be conserved and employed in such a manner as to produce a maximum amount of power without injury to navigation or other interests. It has been necessary in order to demonstrate the practical outcome of the methods of regulation employed in the past to direct attention to the causes of past power shortages, an analysis of which exposes the weakness of such methods and discloses the significant fact that since the acquisition of the Central Ontario system by the Province all cases of power shortage due to insufficient flow have by subsequent events been proven unnecessary. Despite any considerations which may at the time have appeared to justify a reduction

in flow which caused the shortages, the existing storage facilities would have supplied the shortages many times over.

The object of the foregoing discussion has been to point toward a system of regulation which will obviate the difficulties of the past and assure the efficient utilization of the available water in the future. The more important aspects of the problem of flow regulation at Hastings are set out and the disturbing factors which create differences between the regulation at Peterboro and Hastings have been shown, also in view of the fact that approximately three-quarters of the power developments of these waters occur below Rice lake, the need for adequate regulation at Hastings as well as at Peterboro has been urged. From a power point of view adequate regulation could be secured quite easily and the Commission believes that a study of the data and arguments herein presented will be of assistance in securing the adoption in the near future of methods of regulation satisfactory to all interests concerned.

Although the navigation in the waters of the Trent and Otonabee rivers is under the control of federal authorities while the development of power is under provincial jurisdiction, nevertheless the waters belong to the people, and their development, whether for navigation or for power, should be such as to secure the maximum benefit which may be derived from their utilization. This fact alone imposes upon the federal and provincial authorities alike the moral obligation and necessity for close co-operation and free interchange of data. Due consideration should, at all times, be given to the serious suggestions of interests dependent upon the use of these waters and, in view of the general extent of the interests dependent upon water power, it would appear only reasonable that the Hydro-Electric Power Commission of Ontario, as trustee for the municipalities interested, be notified in advance of any decision by the federal authorities so to reduce the flow of water as to make power reductions necessary, and furthermore that opportunity be afforded for conference respecting what detailed procedure should be followed in the general interest of all concerned.

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SEVENTEENTH ANNUAL REPORT

OF THE

ONTARIO RAILWAY

AND

MUNICIPAL BOARD

To December 31st, 1922

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO:
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1923

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TORONTO
CANADA

To The Honourable Henry Cockshutt,

Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned has the honour to transmit herewith the Seventeenth Report of The Ontario Railway and Municipal Board, for the year ending December 31st, 1922.

Respectfully submitted,

W. E. RANEY,

Attorney-General.

Parliament Buildings,
Toronto.

47 Queen's Park,
Toronto, March 27th, 1923.

Re Seventeenth Annual Report.

DEAR SIR,—I have the honour to send you herewith the Seventeenth Report of The Ontario Railway and Municipal Board, to December 31st, 1922.

I have the honour to be,

Your obedient servant,

H. C. SMALL,
Secretary.

The Honourable the Attorney-General,
Legislative Buildings, Toronto.

SEVENTEENTH ANNUAL REPORT

of the

Ontario Railway and Municipal Board

to December 31st, 1922.

To The Honourable Henry Cockshutt,
Lieutenant-Governor of the Province of Ontario in Council.

In pursuance of Section 57 of "The Ontario Railway and Municipal Board Act," the Ontario Railway and Municipal Board beg leave respectfully to submit their Seventeenth Annual Report.

Sittings of the Board.

The Board held meetings for the transaction of routine business every juridical day throughout the year. The record of the sessions of the Board and an abstract of the proceedings, together with the Judgments or Opinions of the Board, appear in the Appendix.

Applications to the Board.

There were 876 formal applications made to the Board in 1922. Of the formal applications all those in which the parties were ready to go to trial have been heard and disposed of, except in a few cases where adjournments were granted to the parties at the request of Counsel or in order to procure further evidence, or to obtain Reports from experts in connection with technical matters in question.

Some of the formal applications are still standing for trial, but the parties are not yet ready to go to trial, as in the more important matters the parties interested are showing an increasing disposition to take advantage of the opportunities afforded them by the Board's Rules for obtaining discovery and production, thus, to some extent, delaying the final dates of the hearing of the applications, but in reality facilitating the final disposition at the hearings of all the matters in question between the parties.

Law Stamps.

The amount of revenue collected by the Board in Law Stamps in the year 1918 was $3,939.40; in 1919, $4,674.00; in 1920, $6,957.50; in 1921, $8,063.50; and in 1922, $9,302.00.

Provincial Railways.

An alphabetical list (under the names of the railway companies affected) of applications to the Board during 1922, affecting Provincial Railways, is contained in the Appendix to this Report.

Extensions of, and improvements to, Provincial Railways during 1922, as reported to the Board, will be found in the Appendix (arranged alphabetically) under the names of the several systems reporting.

A tabulation (arranged alphabetically) of Railways under the Board's jurisdiction, will be found in the Appendix. This tabulation shows, for each Railway, the lengths of first and second main track, total main track, sidings and turnouts, and total computed as single track, the length under construction, the number of Power Houses and whether steam or water, and whence power obtained.

There will be found in the Appendix an analytical tabulated summary of Accident Reports received by the Board for 1922; also a continuation (up to and inclusive of 1922) of the Board's index to Railway Legislation.

The Appendix also contains tables showing provincial aid to railways since Confederation.

Reports to the House.

In pursuance of Rule 61a of the House, the Board has made inquiry into and reported upon eight Financial Bills which were introduced last session into the Legislature. A list of the Bills so reported will be found in the Appendix.

Annexations of Territory.

There were 14 applications made in 1922 by cities, towns, villages and townships for annexation of additional territory thereto. An alphabetical list of annexation applications is contained in the Appendix.

Validation of Municipal Debentures.

(Section 295 of "The Consolidated Municipal Act, 1922".)

There were 158 applications to the Board under the above legislation in 1922, involving debentures of a total value of $6,046,223.10. Acting under the powers conferred by the above legislation the Board was able to grant relief in nearly all of these cases, included in which were more than 85 by-laws affected by irregularities which would otherwise have probably required special Acts of the Legislature to make the debentures valid and saleable.

Municipalities are showing an increasing disposition to have their by-laws and debentures validated under said section 295, even in cases where no irregularities occur requiring the curative powers of the Board thereunder, as they have found that such validation facilitates the marketing of their debentures.

The amount of debentures validated by the Board during 1908 was over $840,000; during 1909, over $1,326,000; in 1910, over $718,000; in 1911, over $1,350,000; in 1912, over $1,330,000; in 1913, over $2,990,000; in 1914, over $3,071,000; in 1915, $4,172,912.01; in 1916, $2,289,744.20; in 1917, $1,538,689.99; in 1918, $5,273,742.43; in 1919, $2,209,589.99; in 1920, $4,359,538.05, and in 1921, $5,297,925.75, a total to the end of 1922 of over $42,000,000. An alphabetical list of these applications filed in 1922 is given in the Appendix and will be found indexed under the word "Validation."

Assessment Appeals.

There were 16 assessment appeals to the Board during the year 1922. The assessed value of the property affected by these appeals was $3,998,469.00. An alphabetical list of these assessment appeals is contained in the Appendix.

Railway Returns.

Annual Reports to December 31st, 1922, by Railway Companies under the Board's jurisdiction, and a summarized tabulation thereof showing the details of their capital, assets, liabilities, operations, etc., will be found in the Appendix, alphabetically arranged. The reports were copied and tabulated as received and the Board has no means of auditing same and does not therefore represent or guarantee that such reports are correct or accurate.

Accidents.

A tabulated summary of accident reports received by the Board from Provincial Railways during the year 1922 appears in the Appendix and shows that 20 persons were killed and 353 injured during the year.

In 1908, 26 persons were killed and 391 injured; in 1909, 16 were killed and 340 injured; in 1910, 34 were killed and 399 injured; in 1911, 33 were killed and 541 injured; in 1912, 25 were killed and 537 injured; in 1913, 13 were killed and 710 injured; in 1914, 12 were killed and 613 injured; in 1915, 30 were killed and 612 injured (this included 15 killed and 144 injured in accident at Queenston, July 7th, 1915); 13 were killed and 356 injured in 1916; 27 fatal and 377 other personal accidents occurred in 1917; 22 persons were killed and 426 injured during 1918; in 1919, 24 persons were killed and 507 injured; 16 were killed and 473 injured during 1920, and 10 persons were killed and 270 injured in 1921.

Ontario Safety League.

Early in 1913 the members of the Board called together representatives of various organizations which were specially interested in the question of street traffic. Representatives were sent from the Board of Trade, Canadian Manufacturers' Association, City Council, Ontario Motor League, Board of Education, Separate School Board, Toronto Railway Company, Toronto District Labour Council, Boy Scouts, Team Owners' Association and many others. Every delegate realized that the question was one that dealt with actual dangers to which the public was constantly exposed, and each agreed that some definite and concerted action must be taken. After numerous conferences the Ontario Safety League was organized on the 17th September, 1913. The League has since done much good and vitally useful work towards lessening the dangers of travel, especially on congested highways.

A summary of the League's 1922 campaign appears in the Appendix.

The League has for some time been arranging to become national in its organization and operations.

Plans.

(Plans of Land Subdivisions.)

Under "The Planning and Development Act" (Chapter 38, 1918), the Board considered during the year 90 applications for approval of plans. An alphabetical list of owners of the lands subdivided by these plans will be found in the Appendix.

154 such applications were considered in 1912; 213 in 1913; 137 in 1914; 38 in 1915; 18 in 1916; 41 in 1917; 37 in 1918; 49 in 1919, 109 in 1920, and 77 in 1921.

An Act to amend "The Land Titles Act," being Chapter 31, Ontario Statutes, 1917, requires plans of lands in territories without municipal

organization to be approved by the Board. Under this legislation, which became effective on the 12th April, 1917, the Board, during the balance of that year, received four applications, five in 1918, two in 1919, two in 1920, twelve in 1921 and nine in 1922. An alphabetical list of the owners of the land affected by the applications filed in 1922 will be found in the Appendix.

Forms.

The Board has (for distribution to parties interested) the following forms and specifications, namely:

(1) The Board's Rules of Practice, Specifications and Practice Forms.

(2) Standard Specifications for Bridges, Viaducts, Trestles or other Structures.

(3) Pamphlets containing copy of "The Ontario Telephone Act, 1918" and with information regarding Provincial Telephone Systems.

(4) Forms under "The Local Improvement Act."

(5) Specifications for Local Municipal Telephone Systems.

(6) Forms under "The Planning and Development Act."

(7) Forms for submission of a by-law or question to a poll under the Municipal Act.

(8) Forms of affidavits in support of applications under section 295 of the Municipal Act.

(9) Form for Return by Municipality operating Telephone System.

(10) Form for Return by Company, etc., operating Telephone System.

(11) Form for Tariff of Tolls for Telephone System.

(12) Forms for Annual Reports by Railway Systems.

(13) Forms for Reports as to Examination of Motormen.

(14) Forms for Reports of Accidents by Railway Systems.

(15) Regulation as to height of car steps.

(16) Directions for guidance of Applicants under subsection (3) of section 400 of the Municipal Act.

(17) Directions for guidance of applicants under "The Planning and Development Act."

Extensions of Municipal Utilities Approved under Subsection (3) of Section 400 of "The Consolidated Municipal Act, 1922."

An alphabetical tabulation (under names of municipalities) of extensions to public utilities made by municipalities, and approved by the Board under the above subsection (3) will be found in the Appendix, and is indexed under the word "Approval."

The total of the debenture by-laws approved in 1918 to pay for these extensions was $1,193,503.00; in 1919, $1,930,158.00; $1,733,109.00 in 1920; $2,921,292.51 in 1921, and $5,782,578.72 in 1922. This, of course, does not cover extensions made under by-laws approved by the ratepayers, but only under by-laws approved by the Board under the above subsection (3).

Miscellaneous Matters Under the Board's Jurisdiction.

A classified analysis of miscellaneous matters dealt with under the jurisdiction of the Board (arranged alphabetically under the names of the municipalities, companies, or persons affected) will be found in the Appendix. Those include Annexations under the Municipal Act; Arbitrations; Assessment

Appeals under section 80 of "The Assessment Act"; Building restrictions approved under section 399a of "The Consolidated Municipal Act, 1922"; financial and other bills reported to the House under rule 61a; bridges, by-laws approved under section 289 (2) (e) of the Municipal Act;Extension Debenture Issue Period, under section 288 (9) of the Municipal Act; Extension of Time to Pass By-laws, under section. 280 (5) of "The Consolidated Municipal Act, 1922"; Farm Lands, detachment from Towns, &c., under section 21a of "The Consolidated Municipal Act, 1922"; Fuel, Municipal Dealings in, under section 399 (39a) of "The Consolidated Municipal Act, 1922"; Highways (narrow), approved under section 479 of the Municipal Act; Highways (Provincial), Apportionment of Cost, under section 12 (8), chapter 16, 1917, (Ontario); Interest Increase or Decrease By-laws, approval under section 291 of "The Consolidated Municipal Act, 1922"; Legislation (Special), Approval of By-laws under; Local Improvements, Part only of Work, Approval of. By-laws under section 18a of "The Local Improvement Act"; Local Improvements, Petitions against, under section 9 of "The Local Improvement Act"; Local Improvements, Objections against, under section 7 of "The Local Improvement Act"; Parks, Setting aside part of, for Athletic Purposes—under section 13 of "The Public Parks Act" (Chapter 203, R.S.O., 1914); Restricted Areas, Approval By-laws establishing, under section 399a of "The Consolidated Municipal Act, 1922"; (Police) Villages, Formation of, under section 502 (3) and 504a of "The Consolidated Municipal Act, 1922"; Villages erected into Towns, under section 20 of the Municipal Act; Wards, Division of City, &c., into, under section 44 of "The Consolidated Municipal Act, 1922"; Weigh Scales and Weighing of Coal, etc., By-laws under section 401 (13) of "The Consolidated Municipal Act, 1922."

Under special legislation of the Provincial Legislature many matters are now, at every session, referred to the Board for supervision or adjudication.

Public Utilities.

We have the honour to submit Reports for the year ending December 31st, 1922, upon radial electric and electric street and incline railways operating in the Province of Ontario under the jurisdiction of the Board.

We also submit six tabulated analytical statements prepared from the Annual Reports received from Provincial Railways, and showing the financial position and the operating details of such Railways for the year 1922.

H. C. Small,
Secretary.

March 27th, 1923.

Telephone Systems.

The following applications under the provisions of "The Ontario Telephone Act, 1918" were dealt with by the Board in 1922:

	Applications
Under Section 3e: For authority to issue debentures for extensions and improvements to Telephone Systems under Part I.....	1
Under Section 7: For authority to remove signatures from petitions to Municipal Councils praying for the establishment of a telephone system.....	1

	Applications.
Under Section 12: For authority to extend municipal telephone systems into unorganized territory	1
Under Section 13: For the approval of municipal by-laws providing for the establishment of telephone systems	19
Under Section 18: For the approval of municipal debenture by-laws to meet the cost of establishing or extending telephone systems	17
Under Section 19: For an extension of the period within which municipal debenture by-laws respecting telephone systems may be passed	1
Under Section 20: For an extension of the period in which to repay the debenture debt to meet the cost of establishing or extending telephone systems	2
Under Section 21: For authority to pass municipal debenture by-laws to meet the cost of reconstructing, replacing or altering telephone systems	8
Under Section 24: For the approval of the purchase of an existing telephone system by a municipality	5
Under Section 25: For an order fixing the price to be offered by a municipality for the purchase of an existing system	7
Under Section 46: For authority to transfer control of Telephone Systems under Part II, from Commissioners to Council	1
Under Section 60: To fix the amount of remuneration to be paid to municipal officials for service in respect of telephone systems	1
Under Section 67: For the approval of municipal by-laws granting the right to erect poles and wires upon the highways	36
Under Section 71: For the right to erect poles and wires upon the highways in unorganized territory	1
Under Section 74a: For the approval of the by-laws of a telephone company	5
Under Section 78: For consent to the erection of poles and wires parallel with existing lines	3
Under Section 79: For an order preventing the duplication of pole leads upon the same highway	2
Under Section 82: For the approval of agreements providing for interchange of service	104
Under Section 83: For an Order fixing the terms and conditions for interchange of service	2
Under Section 86: For approval of agreements eliminating competition between telephone systems	2
Under Section 87: For the approval of the sale of telephone systems	10
Under Section 88: For authority to increase the charges for telephone service	49
Under Section 94: For authority to issue capital stock or bonds	4
Under Section 93: For authority to expend a portion of the moneys set aside for depreciation upon new construction or extensions	2
Under Section 103: For adjustment of differences between Municipal Corporations Re-establishment and operation of telephone systems	1
Under Section 107: For an order cancelling charges for service by reason of company not having franchise rights in municipality	1
Total Number of Applications	286

The Board or its Supervisor of Telephone Systems during the year visited 110 different points in the Province in connection with the foregoing applications.

The continued policy of the Board in endeavouring to secure an amicable settlement of matters in dispute between the applicant and respondent has with the assistance of the Board's Supervisor proved successful in the majority of such cases.

In addition to the applications and complaints referred to, a vast amount of correspondence relating to telephone matters has been dealt with by the Board's Supervisor through the medium of which much information and assistance has been given to municipalities, companies, and other persons interested, and many difficulties that might otherwise have necessitated a formal application and public hearing have been satisfactorily adjusted.

Forty-seven points were visited by the Board's Inspector of Telephone Service during the year for the purpose of investigating complaints made by subscribers, and upon his report and recommendation the Board has been enabled to secure considerable improvement in the telephone service furnished by the systems coming under his observation.

The continued high costs of labour and material have been responsible for many applications for authority to increase the charges for telephone service and the Board has in the majority of cases found it necessary to grant either in whole or in part the increases applied for. It is, nevertheless, a gratifying fact the average cost to subscribers of telephone service in Ontario is lower than that prevailing in other parts of the Dominion or in the United States.

Many telephone systems within the jurisdiction of Ontario suffered severe damage in the west from ice-storms and in the north from fire during the year, the estimated total loss being $200,000. While many subscribers were greatly inconvenienced by temporary lack of service, it is satisfactory to know that, with a few minor exceptions, communication was promptly restored and the cost of replacements met by the systems affected without serious impairment of their credit. This experience has, however, impressed upon the Board the necessity of the provision of a reserve to provide for replacements rendered necessary by contingencies of the nature referred to herein, as well as by ordinary depreciation, and of moneys of such reserve being used exclusively for these purposes.

The cordial relations existing between the telephone systems under the jurisdiction of the Board and The Bell Telephone Company of Canada, Limited, is a matter for congratulation. These relations are exemplified by the fact that in a number of cases during the year for the purpose of eliminating competition and for other reasons in the interest of the service, the company has by agreement with the other system retired from the local field, retaining only its long distance business at such points. The Company has also co-operated with the Board's Supervisor in the holding of a series of technical and commercial conferences of an educational nature with local and rural systems in different parts of the Province. These conferences which were well attended have proved of much benefit to all who participated in them and will undoubtedly result in a more efficient service.

The establishment of telephone systems by the rural municipalities under the provisions of Part II of "The Ontario Telephone Act, 1918," continues to grow in favour with the public. There are now 108 of these systems being operated or under construction. These systems are furnishing service in 233 towns, villages and townships.

There are eight systems owned and operated by municipalities under the provisions of Part I of the Act, viz: the cities of Fort William and Port Arthur, the towns of Cochrane, Kenora and Rainy River and the townships of Alberton, Caledon, and Hilliard.

The number of telephone systems of which the Board has record is 651 operating approximately 102,500 telephones and representing an investment of about $10,000,000. While the actual number of systems is less than in 1921, this is due to the merging of some of the smaller systems for the purpose of incorporation under "The Ontario Companies Act."

Detailed statistics and other information relative to the telephone systems within the jurisdiction of the Board will be found in the booklet, "Telephone Systems, 1923," published concurrently with this report.

F. Dagger,
Supervisor of Telephone Systems.

APPENDIX TO THE SEVENTEENTH ANNUAL REPORT OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD, 1922.

Procedure File 4743.

Application by the Township of Malahide, under section 460, ss. (9) of "The Municipal Act," to be relieved from the obligation to rebuild a bridge across a certain ravine on original road allowance between First and Second Concessions of the said township, known as "Stalter Gully."

March 7th.—Order extending protection to townships to July 1st, 1922, issued.

Sept. 22nd. Hearing, 2.45 to 4.30 p.m., Board's Chambers. Ratepayers (Mr. Sinclair's clients) to be entitled to costs to be paid by Applicant Township, such costs to be fixed at $1,311.10 and $80 for Law Stamps on Hearings and Orders.

Nov. 21st. Approved draft Order filed.

Nov. 21st. Order issued (dismissing application).

March 7th, 1922.

Order.

Upon the application of the Corporation of the Township of Malahide, and upon reading the Order made by this Board herein and bearing date the 27th day of May, A.D. 1918; and upon reading the Order of the Board dated the 21st day of May, A.D. 1919; and upon reading the Order of this Board, dated the 29th day of July, A.D. 1919; and upon reading the Order of this Board, dated the 15th day of September, A.D. 1919; and upon reading the Order of this Board, dated the 7th day of June, A.D. 1920; and upon reading the Order of this Board, dated the 15th day of September, A.D. 1920; and upon reading the Order of this Board, dated the 15th day of November, A.D. 1920; and upon reading the Order of this Board, dated the 21st day of June, A.D. 1921; and upon considering the proceedings before this Board on the 30th day of June, A.D. 1921; when an order was directed extending the protection of previous orders herein to the 15th day of March, A.D. 1922; which order has never been issued and upon reading a by-law of the County Council of the County of Elgin therein dated the 22nd day of February, A.D. 1922, whereby the warden and the clerk of such Council are authorized to enter into agreement with the Township

of Malahide to provide for construction and future maintenance of the bridge to be constructed over the Stalter Gully, being the bridge in question herein, and it appearing thereby that the County of Elgin will assume the said bridge as a part of the County Road System of the County of Elgin and upon reading the consent of Colin St. Clair Leitch, Esq., K.C., Solicitor for the County of Elgin, and of V. A. Sinclair, Esq., K.C., Solicitor for certain ratepayers, and it appearing that the matter cannot be finally closed between the County of Elgin and the Township of Malahide until certain enabling legislation be passed, and it appearing likely that such legislation may be obtained before the sitting of the County Council of the County of Elgin, in the month of June, A.D. 1922, being the next regular sitting of the said County Council.

Now, therefore, this Board orders that the corporation of the Township of Malahide be and the same is hereby relieved from its obligation to build the bridge across the ravine (known as "Stalter Gully") on the original allowance for road between the first and second concessions of the said township at or about the line between lot twenty-seven and twenty-eight, until the first day of July, A.D. 1922, or such further period as the Board may from time to time designate.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

September 22nd, 1922.

Order.

Upon the application of W. N. Burdick, Ensley Chute, and certain other ratepayers of the Township of Malahide, upon reading the Order made by this Board herein and bearing date the 27th day of May, A.D. 1918, and upon reading the various orders of this Board made since the said date, further extending the time for which the Corporation of the Township of Malahide was relieved from its obligation to rebuild the bridge in question herein, and upon hearing what was alleged by V. A. Sinclair, Esq., K.C., Solicitor for the said applicants, W. H. Barnum, Esq., Solicitor for the Township of Malahide; and C. St. Clair Leitch, Esq., K.C., Solicitor for the County of Elgin;

1. This Board doth hereby order and direct that the application of the Corporation of the Township of Malahide, under subsections 9 and 10 of section 460 of "The Consolidated Municipal Act, 1922," to be relieved from the obligation to rebuild the bridge across a certain ravine known as "Stalter Gully" on the original allowance for road between the first and second concessions of the said township at or about the line between lots 27 and 28, be and the same is hereby dismissed.

2. It is further ordered that the Township of Malahide do forthwith pay to V. A. Sinclair, K.C., Solicitor for the said ratepayers of such township, his costs of this action, which, with the expenses of engineers, witness fees and other costs and expenses of the said ratepayers, are hereby fixed and allowed at the sum of Thirteen Hundred and Eleven Dollars and Ten Cents ($1,311.10), no costs being allowed to or against the Corporation of the County of Elgin.

3. It is further ordered that the said Township of Malahide shall forthwith pay to this Board for law stamps upon the various orders issued herein the sum of Eighty Dollars.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 5121.

In the matter of the application of McKittrick Properties, Ltd., for an Order amending the Order for annexation to the City of Hamilton of part lots numbers 19, 20 and 21, con. 1 and 2; and part lot number 21, con. 3, Township of Barton, and part lot number 57, con. 1, Township of Ancaster, and commonly known as the Gore of Ancaster, said Order dated January 26th, 1914.

Aug. 8th. Application for further amendment of Order filed.

Aug. 16th. Hearing, 11 a.m. to 6 p.m., at Board's Chambers, adjourned *sine die;* to be brought up again on forty-eight hours' notice.

Sept. 18th. Hearing continued, 11.30 a.m. to 12.15 p.m. Application granted. Applicant's solicitor to draft Order and submit to city solicitor for approval. (See Reporter's Notes.)

Sept. 29th. Approved draft Order filed.

Sept. 29th. Order, with Schedules "A" and "B" attached, issued.

September 18th, 1922.

ORDER.

Upon the application of McKittrick Properties, Ltd., and others, and upon reading the resolution of the Council of the Corporation of the City of Hamilton, passed at a meeting of the said council held Tuesday, the 12th day of September, 1922, and it appearing that notice of the said application had been served upon the City Corporation, George Hancock (one of the executors of the Hancock Estate) and T. W. Hand, and that said notice had appeared in two issues of the Hamilton Spectator and Hamilton Herald under dates of September 13th and 15th, and upon hearing read a letter dated September 16th, 1922, from the Honourable George Lynch-Staunton, K.C., Counsel for certain ratepayers in the said district, stating his reasons for refusing to consent to this Order and for withdrawing from this application, and upon reading the draft of an agreement dated the 12th day of September, 1922, between the Council of the Corporation of the City of Hamilton, the Applicant, T. W. Hand, and the Executors of William Hancock, deceased, and upon hearing Counsel for McKittrick Properties, Ltd., and the Corporation of the City of Hamilton, no one appearing for any other parties, and upon reading subsection 4 of section 1 of chapter 63, of the Statutes of Ontario, 8 Geo. V., 1918;

This Board doth order and proclaim that the said Order of the 26th January, 1914, be amended in the manner following, that is to say:—

Such amendments to take effect and be in force as of the 1st day of May, 1922:—

1. Paragraphs 3a and 3b as set forth in the amending Order of the 5th of April, A.D. 1921, are hereby struck out, saving all rights and acts, assessments and levies acquired or made thereunder anterior to the 1st day of May, 1922.

2. Paragraph 5 shall have added thereto the following:—

5*c*. The City shall construct a system of main and trunk sewers in the said district at such time and times and in such sections as may be deemed expedient by the City Council; and the Council of the Corporation of the City of Hamilton may from time to time pass by-laws without submitting same to the electors qualified to vote on a money by-law, for raising amounts required to pay the cost of the said main and trunk sewers, and may issue debentures of the City Corporation from time to time for such required amounts payable at the end of ten years from the time such debentures are issued.

5*d*. A trunk sewer shall be constructed by the Corporation on King Street from Paradise Road to the junction of Sterling Street, and the sum of Thirty-four Thousand and Fifteen Dollars ($34,015) shall be paid by McKittrick Properties, Ltd., towards the cost thereof, in such manner and at such times as the City Corporation may agree to, and the sum of Two Thousand Six Hundred and Fifteen Dollars ($2,615) and interest thereon, a portion of the cost thereof, shall be specially assessed against the lands described in Schedule "A" hereto, being the lands of the William Hancock Estate, and the sum of Three Thousand Two Hundred and Seventy Dollars ($3,270) and interest thereon, being a portion of the cost thereof, shall be specially assessed against the lands described in Schedule "B" hereto, being the lands of T. W. Hand.

5*e*. And the City Corporation is hereby empowered to annually raise by a special rate on the said lands described in Schedules "A" and "B" hereto, an amount sufficient in each year to meet the instalments of principal and interest payable in that year, and such special rates and assessments shall be levied and collected in the same manner as other taxes against the said lands, and shall form a lien upon the said lands, in the same manner as other taxes are a lien upon land.

3. And the Board makes no order as to costs, except that McKittrick Properties, Ltd., shall pay Ten Dollars ($10) for law stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

SCHEDULE "A."

(Description of Hancock Lands.)

All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Barton, County of Wentworth, Province of Ontario, containing by admeasurement fifteen acres be the same more or less and being composed of that part or portion of lot number twenty-one in the third concession or second range from Cootes Paradise in the said Township of Barton which lies north of the Hamilton and Dundas macadamized road; said parcel being described as follows, that is to say:—

Commencing at the intersection of the westerly margin of the original road allowance between lots twenty and twenty-one in the said township and the northerly margin of the macadamized road aforesaid; thence north nineteen degrees east seventeen chains and fifteen links more or less to the north-easterly angle of said lot number twenty-one aforesaid; thence following the front of said concession north seventy-two degrees west seven chains and seventy links to the north-westerly angle of the said parcel of fifteen acres; thence south nineteen degrees west and parallel to the said original road allowance twenty-one chains and ninety links more or less to the northerly limit of the macadamized road aforesaid; thence easterly along the northerly margin of said road nine chains and twenty links more or less to the place of beginning.

Excepting therefrom that part expropriated for the Hamilton and London Highway and described in instrument registered on the 23rd day of September, 1920, in book for the Township of Barton as No. 24, Miscellaneous.

SCHEDULE "B."
(Description of Hand Lands.)

Lying, situate and being in the Township of Barton, County of Wentworth, and being composed of part of lot number twenty-one in the third concession or second range from Cootes Paradise in the said township, which may be more particularly known and described as follows, that is to say:—

Commencing at a point on the northerly limit of said lot number twenty-one, which said point is the north-westerly angle of 15 acres of land sold by Mrs. Eliza Ainslie to John and William Hancock; thence southerly along westerly limit of said 15 acres of land twenty-one chains and fifty links more or less to the northerly limit of the Hamilton and Dundas macadamized road; thence westerly along the northerly limit of said macadamized road seven chains and twenty links more or less to the westerly limit of the said Mrs. Eliza Ainslie's portion of said lot number twenty-one, lying north of the said macadamized road; thence northerly along the said westerly limit last mentioned twenty-four chains ninety links more or less to the said northerly limit of said lot twenty-one; thence easterly along the said northerly limit six chains and forty links more or less to the place of beginning, containing 14¾ acres be the same more or less. (There is an exception of one acre from this but this one acre was formerly sold to Mr. Hand.)

Excepting therefrom that part expropriated for the Hamilton and London Highway and described in instrument registered on the 23rd day of September, 1920, in book for the Township of Barton as No. 24, Miscellaneous.

PROCEDURE FILE 5426.

Between:

The Toronto & Hamilton Highway Commission,
Applicant,

—and—

The Corporation of the County of Peel,
Respondent.

(Reconstruction of bridge over branch of Credit River.)

Jan. 9th. Hearing, pursuant to appointment, 10.30 to 11 a.m., at Board's Chambers. Application granted, Order to issue in form of approved draft filed. (See Reporter's Notes.)

Jan. 9th. Order.

January 9th, 1922.

ORDER.

1. Upon the application of the above named Applicant, upon hearing read the consent of the Respondent and upon hearing what was alleged by Counsel for the Applicant,

2. This Board orders and determines that the cost of the replacement of the bridge on the Toronto and Hamilton Highway where the said Highway crosses the Credit River, the said bridge being the more easterly of the two bridges spanning the said river, including the cost of grading and the cost of a temporary bridge is the sum of $19,207.34.

3. This Board further orders and determines that the cost of the construction of the sidewalks upon the said bridge is the sum of $3,338.46, which sum is additional to the cost of the replacement aforesaid.

4. This Board further orders and determines that the proportion of the cost of the replacement of the said bridge including cost of grading and temporary

bridge to be contributed by the Respondent is the sum of $12,100.62 with interest on $3,910.62 at the rate of 6% per annum from the 22nd day of March, 1921, until December 20th, 1921, which sum has been paid by the Respondent to the Applicant.

5. This Board further orders and determines that the proportion of the cost of the replacement of the said bridge payable by the Applicant is the sum of $7,106.72 with interest thereon from the 22nd day of March, 1921. And doth order and direct that the said last mentioned sum with interest as aforesaid be borne and paid by the Applicant.

6. And it appearing that the Corporation of the Village of Port Credit has paid the sum of $2,782.05 as its proportion of the cost of the construction of the said sidewalks, this Board orders and determines that the proportion of the cost of the construction of the said sidewalks payable by the Applicant is the sum of $556.41 with interest thereon at the rate of 6% per annum from the 22nd day of March, 1921. And doth order and direct that the said last mentioned sum with interest as aforesaid be borne and paid by the Applicant.

7. This Board further orders that the Applicant do pay the sum of $10.00 law stamps on this Order, but does not see fit to make any further order as to costs.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6308.

Application by the Municipal Corporation of the Township of Hilliard, under section 25 of "The Ontario Telephone Act, 1918," for an Order fixing the price to be offered to the Municipal Corporation of the Township of Kerns, for the purchase of certain telephone lines and equipment in the Village of Thornloe and the Township of Hilliard.

Jan. 16th. Order issued.

January 16th, 1922.

Order.

Upon the application of the above-named Applicant, upon hearing the evidence adduced on behalf of the Applicant and Respondent and upon hearing Counsel for the Applicant and Respondent, upon reading the agreement between the Applicant and Respondent, dated the thirtieth day of September, A.D. 1921, and other material on file,

The Board orders that the said agreement be and the same is hereby approved.

And the Board further orders and directs that the said agreement be and the same is hereby incorporated as a part of this Order, and the Applicant and Respondent shall observe and fulfil the terms and conditions therein provided.

And the Board makes no Order for costs, save and except that the Applicant and Respondent shall each pay $5.00 for the law stamps required for this Order.

D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 6695.

In the matter of the petition of Robt. F. Doughty and others under section 21 of "The Municipal Act," for annexation to the City of Windsor of part farm lot 68, in the first concession of the Township of Sandwich West.

Feb. 24th. Order settled.

Mar. 6th. Order issued.

December 29th, 1921.

ORDER.

In the matter of the petition of Robert F. Doughty and others, under section 21 of "The Municipal Act," for annexation to the City of Windsor of all and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Sandwich West, County of Essex and Province of Ontario, containing by admeasurement 48.9 acres more or less, being composed of part of farm lot 68, in the first concession of said Township of Sandwich West, and may be more particularly described as follows:—

Commencing at an iron bar at the intersection of the northerly limit of Tecumseh Road with the limit between farm lots 68 and 69, thence northerly along said farm limit seven thousand nine hundred and forty-one (7,941) feet more or less to the water's edge of the River Detroit, thence westerly along said water's edge of the River Detroit two hundred and ninety (290) feet more or less to the northerly production of the westerly limit of registered plan number 370, thence southerly alongt he westerly limit of registered plan number 369 and 370, five thousand one hundred and fifty (5,150) feet more or less to a jog in the limit, thence westerly along said jog in the limit eleven (11) feet six (6) inches to a point in the easterly limit of registered plan number 933, thence southerly along said easterly limit of registered plan 933 two thousand five hundred and eighty (2,580) feet three (3) inches more or less to the northerly limit of the Tecumseh Road, thence easterly along said northerly limit of Tecumseh Road, two hundred and ninety-four (294) feet three (3) inches more or less to the place of beginning.

And in the matter of the petition of William Goodbrand and others, under section 21 of "The Municipal Act," for annexation to the City of Windsor of "all and singular that certain parcel or tract of land, situate, lying and being in the Township of Sandwich West, County of Essex, Province of Ontario, containing by admeasurement 168.4 acres more or less, being composed of portions of farm lots 69, 70, 71, 72 and 73, in the first concession of said Township of Sandwich West, and may be more particularly described as follows:—

Commencing at an iron bar at the intersection of the northerly limit of Tecumseh Road with the limit between farm lots 68 and 69, thence northerly along said limit between farm lots 68 and 69 three thousand nine hundred and seventeen (3,917) feet more or less to the westerly production of the southerly limit of Union Street, thence easterly along said southerly limit of Union Street and said production one thousand five hundred and fifty-seven (1,557) feet eight (8) inches more or less to the limit between farm lots 71 and 72, thence southerly along said limit between farm lots 71 and 72 one thousand three hundred and twenty-six (1,326) feet seven (7) inches more or less to the westerly production of the southerly limit of Adelaide Street, thence easterly along said production of said southerly limit of Adelaide Street five hundred and seventy-nine (579) feet five (5) inches more or less to the westerly limit of the alley on registered plan number 88, thence southerly along said westerly limit of said alley two thousand three hundred and forty-three (2,343) feet more or less to the

northerly limit of Tecumseh Road, thence westerly along said northerly limit of Tecumseh Road, two thousand one hundred and fifty-nine feet (2,159) more or less to the place of beginning."

Upon the application of Robert F. Doughty, and others, for an Order annexing the lands firstly described herein to the City of Windsor, and upon the application of William Goodbrand and others for an Order annexing the lands secondly described herein to the City of Windsor, and the hearings of the said applications by the Board having been held in the City Hall in the City of Windsor on the 22nd day of November, 1921, and public notice of said hearings having been duly given as directed by the Board, and upon reading the petitions, being a majority in number of the ratepayers resident in the said respective portions of the Township of Sandwich West sought to be annexed, and upon reading the resolution of the Council of the City of Windsor in favour of such annexations and the other material filed, and upon hearing the Solicitors for the Petitioners on both petitions and the Solicitors for the City of Windsor, the County of Essex and the Township of Sandwich West, and the Board having reserved judgment until this day,

1. The Board doth order and proclaim that all that certain parcel or tract of land situate, lying and being in the Township of Sandwich West, in the County of Essex and Province of Ontario, and being more particularly described as "all and singular that certain parcel or tract of land and premises, situate, lying and being in the Township of Sandwich West, County of Essex and Province of Ontario, containing by admeasurement 48.9 acres more or less and being composed of part of farm lot 68 in the first concession of said Township of Sandwich West, and may be more particularly described as follows:—

Commencing at an iron bar at the intersection of the northerly limit of Tecumseh Road with the limit between farm lots 68 and 69, thence northerly along said farm limit, seven thousand nine hundred and forty-one (7,941) feet more or less to the water's edge of the River Detroit, thence westerly along said water's edge of the River Detroit, two hundred and ninety (290) feet more or less to the northerly production of the westerly limit of registered plan number 370, thence southerly along the westerly limit of registered plan number 369 and 370, five thousand one hundred and fifty (5,150) feet more or less to a jog in the limit, thence westerly along said jog in the limit eleven (11) feet six (6) inches to a point in the easterly limit of registered plan number 933, thence southerly along said easterly limit of registered plan 933, two thousand five hundred and eighty (2,580) feet three (3) inches more or less to the northerly limit of the Tecumseh Road, thence easterly along said northerly limit of Tecumseh Road two hundred and ninety-four (294) feet three (3) inches more or less to the place of beginning," be annexed to and do hereafter form a part of the Municipality of the City of Windsor, and shall be a part of and included in ward number one of the said city.

2. And the Board doth further order and proclaim that all that certain parcel or tract of land situate, lying and being in the Township of Sandwich West, in the County of Essex and Province of Ontario, and being more particularly described as "all and singular that certain parcel or tract of land, situate, lying and being in the Township of Sandwich West, County of Essex, Province of Ontario, containing by admeasurement 168.4 acres more or less, being composed of portions of farm lots 69, 70, 71, 72 and 73 in the first concession of said Township of Sandwich West, and may be more particularly described as follows:—

Commencing at an iron bar at the intersection of the northerly limit of Tecumseh Road with the limit between farm lots 68 and 69, thence northerly

along said limit between farm lots 68 and 69 three thousand nine hundred and seventeen (3,917) feet more or less to the westerly production of the southerly limit of Union Street, thence easterly along said southerly limit of Union Street and said production, one thousand five hundred and fifty-seven (1,557) feet eight (8) inches more or less to the limit between farm lots 71 and 72, thence southerly along said limit between farm lots 71 and 72 one thousand three hundred and twenty-six (1,326) feet seven (7) inches more or less to the westerly production of the southerly limit of Adelaide Street, thence easterly along said production of said southerly limit of Adelaide Street five hundred and seventy-nine (579) feet five (5) inches more or less to the westerly limit of the alley on registered plan number 88, thence southerly along said westerly limit of said alley two thousand three hundred and forty-three (2,343) feet more or less to the northerly limit of Tecumseh Road, thence westerly along said northerly limit of Tecumseh Road, two thousand one hundred and fifty-nine (2,159) feet more or less to the place of beginning," be annexed to and do hereafter form a part of the Municipality of the City of Windsor and shall be a part of and included in ward number one of the said city.

3. And the Board doth further order and proclaim that the said annexed annexations shall take effect as and from the first day of January, 1922.

4. And the Board doth further order and proclaim that the assessment of the respective lands so annexed shall be and remain the same as their respective assessments for the year 1921 for a period of five years from the time this Order becomes operative.

5. And the Board doth further order and adjudge that the net cost of the lot purchased by the Township of Sandwich West for the extension of Wyandotte Street within the area of said portion of the township hereinbefore described is a matter which should be taken into account in the adjustment of assets and liabilities following the said annexations.

6. The Board doth further order and adjudge that the question of re-arrangement of the amount payable by the Township of Sandwich West under the Consolidated Essex Borders Utilities Act is a matter which may be settled upon the consideration and adjustment of accounts between the Township of Sandwich West and the City of Windsor resulting from said annexations.

7. The Board doth further order and adjudge that the Board's tariff fees herein, amounting to $20.00, be paid in law stamps by the Municipality of the City of Windsor, and that no further or other costs be allowed to any of the parties.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6696.

In the matter of the petition of Wm. Goodbrand and others, under section 21 of "The Municipal Act," for annexation to the City of Windsor of parts of lots 69, 70, 71, 72 and 73, in the first concession of the Township of Sandwich West.

Feb. 24th. Order settled.

Mar. 6th. Order issued. (See P.F. 6695.)

PROCEDURE FILE 6741.

In the matter of the petition of Mrs. R. Tenute and others, under sec. 21 of "The Municipal Act," for annexation to the City of Toronto of parts plans 868, 615, 162 and 692, Township of York, being property fronting or abutting on the west side of Runnymede Road between Dundas and Annette Streets.

Jan. 5th. Approved draft Order filed.

Jan. 5th. Order issued.

December 22nd, 1921.

ORDER.

Upon the application of the above-named Applicants, upon reading the petition of said Applicants, the resolution of the Council of the Corporation of the City of Toronto passed on the eighth day of December, 1921, declaring the expediency of such annexation, and notice of such resolution and petition having been duly given by the said Council to the Council of the Township of York and to the Council of the County of York, respectively, and notice of the hearing of this application having been duly served, advertised and posted, and upon hearing what was alleged by counsel on behalf of the Corporation of the City of Toronto;

1. The Board orders and declares that the lands and premises in the Township and County of York included in said petition and being described as follows:

"Parcel No. 1. All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of York, in the County of York and Province of Ontario, being composed of lot number thirteen, according to a plan filed in the Registry Office for the County of York as number 868.

Parcel No. 2. All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of York, in the County of York and Province of Ontario, being composed of parts of lots numbers 70 and 71 and part of St. John's Road, formerly Louisa Street, according to plan number 166; lots numbers 114 to 118, inclusive, in Block F, and lots numbers 126 to 139, inclusive, in Block E, according to plan number 615; lots numbers 1 to 8, inclusive, and lot lettered A, according to plan number 692; and lots numbers 1 to 12, inclusive, according to plan number 868; all said plans being filed in the Registry Office for the County of York, which said parcel may be more particularly known and described as follows:

Commencing at the intersection of the westerly limit of Runnymede Road, being the westerly limit of the City of Toronto with the southerly limit of lot number 12, according to plan number 868; thence westerly along the southerly limit of said lot to the south-westerly angle thereof; thence northerly along the westerly limits of lots numbers 12 to 1, inclusive, according to said plan number 868; and along the westerly limits of lots numbers 118 to 114, inclusive, in Block F, and along the westerly limits of lots numbers 139 to 126, inclusive, in Block E, according to plan number 615, to the north-westerly angle of lot number 126; thence northerly, in a straight line, across lot number 71, according to plan number 166, to the intersection of the production southerly of the easterly limit of lot number 10, according to plan number 692, with the southerly limit of St. John's Road, thence northerly, along said production across St. John's Road and along the easterly limit of said lot number 10 and along the easterly limit of lot lettered E, according to said plan number 692, to the north-easterly angle of said lot lettered E; thence westerly along the northerly limit of said lot to the south-westerly angle of lot number 7, according to said plan; thence northerly, along the westerly limits of lots numbers 7 to 2, inclusive,

and the westerly limit of lot lettered A, to the north-westerly angle of said lot; thence easterly, along the northerly limit of said lot to the westerly limit of lot number 1, according to said plan number 692; thence northerly, along last mentioned limit, to the southerly limit of Dundas Street; thence easterly along last mentioned limit, to the westerly limit of Runnymede Road, being in the westerly limit of the City of Toronto; thence southerly along last mentioned limit to the place of beginning," be and the same is hereby annexed to the Corporation of the City of Toronto, subject to the following terms and conditions, namely:

(1) That the annexation shall come into force on the fourth day of January, 1922.

(2) That the said lands shall be added to and form part of ward number 7.

(3) That the Corporation of the Township of York shall forthwith prepare and furnish to the Corporation of the City of Toronto a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the third day of January, 1922, and the persons assessed therefor.

(4) That the said arrears of taxes according to said special rolls shall be collected by the Corporation of the City of Toronto, and that the right to collect same, including the right to distress for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears shall be vested in the Corporation of the City of Toronto, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom the proper costs and expenses in connection with the collection of same, shall be repaid by the Corporation of the City of Toronto to the said Corporation of the Township of York within six months from the date of collection.

(5) That the Corporation of the Township of York shall indemnify and save harmless the Corporation of the City of Toronto from all loss, costs, charges and expenses arising from the collection or attempted collection of any arrears as shown on said special roll.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 6742.

In the matter of the petition of D. F. Forby and others, under section 21 of "The Municipal Act," for annexation to the City of Toronto of parts plans 868, 872, 615 and 893, Township of York, being property on the north side of Annette Street, between Runnymede Road and Jane Street, lots 1 to 6, plan 893, east side of Jane Street, and Jane Street to the north limit of said lot 6.

Jan. 5th. Approved draft Order filed.

Jan. 5th. Order issued.

December 22nd, 1921.

Order.

Upon the application of the above-named Applicants, upon reading the petition of said Applicants, the resolution of the Council of the Corporation of the City of Toronto passed on the eighth day of December, 1921, declaring the expediency of such annexation, and notice of such resolution and petition having been duly given by the said Council to the Council of the Township of York and to the Council of the County of York, respectively, and notice of the hearing of this application having been duly served, advertised and posted, and upon hearing what was alleged by Counsel on behalf of the Corporation of the City of Toronto;

1. The Board orders and declares that the lands and premises in the Township and County of York included in said petition and being described as follows:

"All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of York, in the County of York and Province of Ontario, being composed of part of the original allowance for road, known as Jane Street; parts of Willard Avenue, formerly Herbert Avenue; Windermere Avenue, formerly Murray Avenue; Durie Street; Beresford Avenue, formerly Peel Avenue; lots numbers 12 and 13 and part of lot number 11 in Block J, according to plan number 615; lots numbers 13 to 19, inclusive, and 44 to 49, inclusive, according to plan number 868; lots lettered A to H, inclusive, and K to N, inclusive, according to plan number 872; lots numbers 1 to 6, inclusive, and 99 to 122, inclusive, and the lane adjoining the westerly limit of lot number 122, according to plan number 893; all said plans being filed in the Registry Office for the County of York, which said parcel may be more particularly known and described as follows:

Commencing at the intersection of the westerly limit of Jane Street with the northerly limit of the City of Toronto; thence northerly, along the westerly limit of Jane Street to the westerly production of the northerly limit of lot number 6, according to plan number 893; thence easterly, across Jane Street, along said production and along the northerly limit of said lot number 6 to the north-easterly angle thereof; thence northerly, along the easterly limit of lot number 7, according to said plan to the production westerly of the northerly limit of lot number 122, according to said plan number 893; thence easterly, along said production and along the northerly limits of lots numbers 122 to 99, inclusive, to the north-easterly angle of said lot number 99, according to said plan number 893, said angle being in the westerly limit of lot number 11 in Block J, according to plan number 615; thence northerly, along the westerly limit of said lot to the line between the northerly and southerly halves thereof; thence easterly, along said line to the easterly limit of said lot; thence northerly along said limit to the production westerly of the northerly limit of lot lettered A, according to plan number 872; thence easterly, across Willard Avenue, along said production and along the northerly limits of lots lettered A to F, inclusive, to the north-easterly angle of said lot lettered F, according to plan number 872; thence easterly, across Windermere Avenue, to the north-westerly angle of lot lettered G, according to said plan; thence easterly, along the northerly limits of lots lettered G, H, K, L, M and N, according to said plan, to the north-easterly angle of lot lettered N; thence southerly along the easterly limit of said lot, to the production westerly of the northerly limit of lot number 49, according to plan number 868; thence easterly, across Durie Street, along said production and along the northerly limits of lots numbers 49 and 44, inclusive, to the north-easterly angle of lot number 44, according to said plan; thence easterly, across Beresford Avenue, to the north-westerly angle of lot number 19, according to said plan; thence easterly along the northerly limits of lots numbers 19 to 13, inclusive, to the north-easterly angle of said lot number 13, according to said plan, said angle being in the westerly limit of the City of Toronto; thence southerly and westerly, following the limits of the City of Toronto to the place of beginning," be and the same is hereby annexed to the Corporation of the City of Toronto, subject to the following terms and conditions, namely:

(1) That the annexation shall come into force on the fourth day of January, 1922.

(2) That the said lands shall be added to and form part of ward number 7.

(3) That the Corporation of the Township of York shall forthwith prepare and furnish to the Corporation of the City of Toronto a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the third day of January, 1922, and the persons assessed therefor.

(4) That the said arrears of taxes according to said special rolls shall be collected by the Corporation of the City of Toronto and that the right to collect same, including the right to distress for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears shall be vested in the Corporation of the City of Toronto but the proceeds of the collection of such arrears or any part of same after deducting therefrom the proper costs and expenses in connection with the collection of same shall be repaid by the Corporation of the City of Toronto to the said Corporation of the Township of York within six months from the date of collection.

(5) That the Corporation of the Township of York shall indemnify and save harmless the Corporation of the City of Toronto from all loss, costs, charges and expenses arising from the collection or attempted collection of any arrears as shown on said special roll.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6832. (P. 349.)

In the matter of the petition of J. A. Williamson and others, under section 21a of "The Municipal Act," as enacted by chap. 63, Ontario Statutes, 1921, for detachment of certain farm lands from the Village of Cayuga.

Jan. 25th. New petition filed.

Feb. 21st. Hearing, 1.45 p.m., Court House, Cayuga, pursuant to appointment.

Mar. 17th. Report of Chairman (under sec. 9, chap. 186, R.S.O.) filed, and adopted as judgment of the Board. Application dismissed.

REPORT.

Although at first of a contrary opinion, after considering the evidence in this matter in all its bearings, I have come to the conclusion that I should not report in favour of the separation sought. I think that without disturbing the relation of the area west of the Grand River to the Village of Cayuga adequate relief may be found for any inequalities that may exist under the provisions of section 43 (a) as enacted by section 3 of chapter 36 of the Statutes of 1915.

The Village of Cayuga is an old incorporation. I have not been able to ascertain the exact date of its creation, but I find Acts of the Legislature referring to the Village of Cayuga as far back as 1851. I am informed that its boundaries when incorporated were the same as they now are. From this it appears that the village has not grown in area. Within its boundaries, that is including the Grand River, there is about 14,000 acres. The area sought to be separated contains 580¼ acres and comprises all of the village lying west of the Grand River. This area is owned by twenty-one separate individual owners, of whom only six have holdings of less than five acres. On the east side of the Grand River there are within the village twenty-six individual owners holding blocks of land containing five acres or upwards, and representing in all a total acreage of 299 1-5 acres. It is stated that geographically the Grand River divides the village about in the centre. The population of the village is about 750, and the total assessment is $450,000, of which the area sought to be separated repre-

sents $42,000, or approximately one-tenth, while the above area on the east side containing 299 1-5 acres represents a total assessment of $29,325.

The really urban portion of the village is comprised within an area stretching along the east bank of the river, three blocks deep. There are no waterworks, sewerage, or electric light. There are some concrete walks and pavements in the urban portion above referred to, but their cost is met almost entirely by frontage rates under "The Local Improvement Act"; the corporation's share for local improvements for several years past being about $900.00 a year.

From this it will be seen that the village consists of a small kernel of what may be termed urban development surrounded on both sides of the river by lands held in comparatively large blocks, and these latter are used for farming and gardening purposes. There are so few improvements of a strictly urban character that most of the taxes are paid for purposes that are just as exigeant in a rural as in an urban municipality. The total expenditure of the village for the year 1921 was $21,405.00. This sum may be roughly divided under the following heads:

1.	Administrative:		
	Salaries	$666 97	
	Printing	114 48	
	Interest	758 26	
	Town Hall	113 07	
	County rate	2,400 00	
	Board of Health	20 00	
			$4,072 78
2.	Schools		7,938 10
3.	Roads and Bridges		1,788 57
4.	Debentures		6,178 07
5.	Miscellaneous		1,427 48
			$21,405 00

The charges for administration are unavoidable, whether the area seeking separation is part of the village or part of a township. The amount above for this purpose is made up in great part of the county rate which is inescapable, though it might be imposed upon a slightly lower assessment if the area seeking separation formed part of a township.

The charge for schools is a burden which, though possibly variable in different school areas, must be met by every ratepayer. Besides the benefit is equally available to all whether on farm land or otherwise.

The charge for roads and bridges is very small, $1,788.57; the share of the area west of the river being approximately one-tenth or $178.85. This is a charge which in kind must be met even if the area in question were part of a township, and the share of the area could scarcely be less than $178.85.

A list of the outstanding debentures of the village on file with the Board shows that the most of these debentures are issued to meet the cost of local improvement works. Under the policy of the village the whole cost of these works is borne by the property owners, except the interest and the cost opposite street intersections, thus making the corporation's share of the cost very small. In the case of debentures issued to meet the cost of sidewalks the petitioners may be exempted, wholly or partly, from the rate for the corporation's share under section 43 (a) of "The Assessment Act" if they can show no benefit, or a benefit less than the benefit to other lands.

Miscellaneous, $1,427.48. This amount is made up of small amounts for street lighting, fire protection, library, cemetery, etc. The proportion falling on the area in question is very small, for some of which the residents of the area

may be benefited equally with residents in the urban portion of the village area, and from one, street lighting, the people of this area may be exonerated under section 43 (a) above.

If the foregoing were all I would feel constrained to hold that the petitioners were suffering from no real hardship, or at least no hardship warranting so drastic a measure as proposed—the dismemberment of so long standing a municipal unit, and my report would be against separation. There is one matter not touched upon which would determine me to report against separation if I were in doubt, and that is the position of the village as to schools. The High School in the village has just been rebuilt, involving a debt of $70,000, most of which must be carried by the village, and the debentures are ready to be issued. This debt was incurred on the faith of the *status quo*, the inclusion of the area in question within the taxable area of the village. To sanction the separation of this area as sought would not only inflict a serious blow to the continuing village, and impair its ability to carry this debt incurred in good faith, but would be rewarding an unworthy motive in the petitioners, who apparently at a critical juncture in the history of the village seek to evade their just obligations as citizens.

I report and recommend that for the foregoing reasons the application be dismissed by the Board; that there be no costs to either party and that, as the matter of jurisdiction is now, there be no law stamp on the Order.

D. M. McIntyre,
Chairman.

Dated at Toronto the seventeenth day of March, 1922.

Approved:
(Sgd.) J. A. Ellis.

Procedure File 6894.

Between:

The Corporation of the City of Hamilton,
Applicant,

—and—

The Hamilton Street Railway Co.,
Respondent.

(For mileage on track extensions.)

Jan. 11th. Judgment delivered.
Feb. 24th. Order, following form of approved draft, issued.

Opinion of the Board.

On this application the powers of the Board under section 21 of "The Ontario Railway and Municipal Board Act," are invoked to interpret and enforce certain provisions of agreements between the City of Hamilton and The Hamilton Street Railway Company.

By its By-law No. 624, passed 26th March, 1892, the applicant granted to the Respondent Company the right to construct and operate a street railway along certain named streets of the City of Hamilton and such other streets as might from time to time be fixed and determined by by-law of the City Council. By agreement bearing the same date and made between the parties hereto, the Respondent Company accepted the said by-law and agreed to be bound by its terms. The Respondent Company has constructed and has for many years, and is now operating its railway upon the streets of the Applicant Municipality pursuant to said by-law and agreement.

Paragraph 25 of By-law No. 624 reads as follows:

"23. The Company shall pay to the City Corporation, in quarterly payments during each year, the sum of four hundred dollars per annum for every mile of single track, and at the same rate for every switch more than 100 yards long, and the sum of eight hundred dollars per annum for every mile of double track within the City Limits, such payment to commence from the date of the passing of this by-law, except as regards connecting lines hereinbefore mentioned from Herkimer Street to Stuart Street and along Burlington Street or Sherman Avenue, the mileage payment for which, at the rates hereinbefore mentioned, shall commence from the expiration of five years from the date of this by-law, and provided also that as to the Company's tracks on Barton Street, from Wentworth Street to eastern City Limits, a rebate shall be allowed to the Company of one thousand dollars upon the mileage payable to the City under this clause."

Subsequently by agreement dated 10th March, 1913, made between the parties hereto and confirmed by by-law No. 1430 of the Applicant's Council, the Respondent Company contracted with the Applicant, paragraph 1 (1) of which agreement reads as follows:

"1. (1) The Street Railway Company, subject to the stipulations hereinafter contained, shall construct and complete the extensions and new lines, consisting of double tracks with the necessary crossovers and all necessary poles and wires and overhead construction for the completion of such extensions and new lines on the trolley system upon the following streets and highways, it being understood that wherever in this agreement the name 'Burlington Street' is used, it shall be deemed to include Gilkison Street and the Base Line which lies between the Broken Front Concession and the first concession of the Township of Barton; and wherever the name 'Kenilworth Avenue' is used it shall be deemed to include the original allowance for road between lots numbers 2 and 3 of the said Township of Barton, namely:

"(a) From the corner of James and Burlington Streets easterly along Burlington Street to Kenilworth Avenue.

"(b) From the corner of Burlington Street and Kenilworth Avenue southerly along Kenilworth Avenue to Main Street, provided that the necessary consent can be obtained from the Township of Barton and the County of Wentworth.

"(*c*) From the corner of Main Street and Kenilworth Avenue westerly along Main Street to Sherman Avenue, provided that consent can be obtained from the Township of Barton and the County of Wentworth, so far as it may be necessary.

"(*d*) From the corner of Ottawa Street and Barton Street easterly along Barton Street to Kenilworth Avenue."

These new lines and extensions were constructed by the Company, and have been operated by the Company for some years, and are now being operated as a part of its system.

It will be observed that two of the new lines or extensions—namely, those designated by the letters (b) and (c)—are upon parts of streets which were not then though they were subsequently to the making of said agreement brought within the limits of the City of Hamilton, but were situated within the County of Wentworth—the one under the jurisdiction of the Township of Barton, a local municipality of the County of Wentworth, and the other under the jurisdiction of the County of Wentworth. The construction of these two new lines or extensions was conditional upon obtaining the consent of the municipal authority having jurisdiction over the respective streets in question.

It appears in evidence that by By-law No. 632 of the Council of the County of Wentworth, passed 17th April, 1914, authority was granted to the Respondent Company to construct and maintain an electric street railway along that portion of Main Street set out in clause (c) of paragraph (1) of the above agreement confirmed by By-law No. 1430. By By-law No. 883 of the Council of the Township of Barton, passed the 5th September, 1913, authority was granted to the Respondent Company to construct and maintain an electric street railway along that part of Kenilworth Avenue set out in clause (b) of paragraph 1 of the above agreement confirmed by the City's By-law No. 1430. Each of the above by-laws contains a number of provisions relating to the character of the construction of the railway and time of completion, the type of cars, the time schedules, and rate of speed and number of the cars, the fares to be charged, the duties of the motormen and conductors, etc. Each by-law provided that the privileges granted in each case should unless sooner terminated by forfeiture continue until the 22nd December, 1928. Each by-law also provided that the Respondent Company should pay to the Township or County—as the case might be—on the 1st of December in each year the sum of $200 for each mile of single or double track operated under the authority of the said several by-laws, the first of such payments to be made on 1st December, 1913, and the last to be computed up to 22nd December, 1928.

By paragraph 13 (1) of the agreement dated 10th March, 1913, and confirmed by City By-law No. 1430, it is provided:

"13. (1) The rights of the Hamilton Street Railway Company and the Corporation of the City of Hamilton under By-law No. 624 and the amendments thereto, in respect of the said extensions and new lines, and of the said streets, shall be the same as if the said extensions and new lines and the streets had been specifically named in the said by-law, and save as herein expressly provided, the terms and conditions of said By-law No. 624 and amendments thereto shall apply to such extensions, new lines and streets, and nothing herein contained shall in any way effect or prejudice the rights or remedies of the City Corporation or of the Street Railway Company under the provisions of the said By-law No. 624, or any amendments thereto, saving and excepting in so far as the same may be specifically modified or altered by the provisions of this agreement."

Reading said paragraph 13 (1) with paragraph 23 of By-law No. 624 above set out, Mr. Waddell for the City contends that the latter paragraph applies to the new lines and extensions mentioned in paragrophs (b) and (c) of section 1 of the agreement confirmed by By-law No. 1430, notwithstanding the fact that such lines and extensions, though now within the City Limits, were when laid down outside those limits and situated in the County of Wentworth, and that the Applicant is entitled to be paid by the Respondent Company the annual mileage rate of $400 and $800 respectively, until the expiry of the franchise in 1928, with this contention the Board finds itself unable to agree.

The Board refers to the Canon of Interpretation laid down by Mr. Justice Sedgewick on p. 434 of 37 S.C.R. in the case Toronto Railway Company vs. Toronto, in these words: "In construing an instrument in writing, the Court is to consider what the facts were in respect to which the instrument was framed, and the object as appearing from the instrument, and taking all these together it is to see what is the intention appearing from the language when used with reference to such facts, and with such an object, and the function of the Court is limited to construing the words employed." Applying this principle of construction to an agreement by which the City of Toronto granted the Toronto Railway Company "the exclusive right and privilege of using and working the

street railways in and upon the streets of the said City of Toronto . . . for the full period of thirty years from the first day of September, 1891." Mr. Justice Sedgewick reached the conclusion, affirmed on appeal to the Privy Council (1907, A.C. 315), that "the City clearly only purported to deal with streets within its jurisdiction," and "the parties did not intend to provide for territory subsequently annexed, and as to which the City at the time had no right to give any franchise or make any contract."

In the case before the Board while paragraph 13 (1) of the agreement confirmed by By-law No. 1430 declares in effect that the provisions of By-law No. 624 shall apply to the new lines and extensions to be constructed, it is paragraph 12 which fixes the times at which the mileage rate claimed should become payable, namely at the expiration of five years from the completion of the new lines and extensions. Now in the schedule of "Mileage extensions laid under By-law No. 1430" attached to the application of the City Corporation it is clearly admitted that the provisions of paragraph 12 are not, in the events that have happened, properly applicable to all the lines and extensions laid on streets outside the City Limits and since annexed. For instance the .241 miles laid on Kenilworth Avenue were completed on 6th October, 1914, and were within a district annexed to the City of Hamilton on the 1st of April, 1920, and mileage is claimed in the schedule as from 1st April, 1920, the date of the annexation. But if paragraph 12 is applicable the charge should be made as from 6th October, 1919, that is as from five years from the date of completion, 6th October, 1914. But the Applicant sees that such a charge imposed in accordance with the very terms of the agreement alleged to be applicable, would involve the contradiction of making a charge in respect of streets outside the City Limits when paragraph 23 of By-law 624 authorizes the charge to be made only in respect of trackage "within the City Limits." The same observations apply to the .483 miles laid on Main Street and completed on the 6th October, 1914. From this it seems clear that paragraph 13 (1) of the agreement confirmed by By-law No. 1430 and paragraph 12 of this same agreement, which deals specificially with the mileage rate, were not intended to apply to new lines and extensions laid on streets which at the time of the making of the agreement were not within the City Limits. If these paragraphs had been intended to apply to all the new lines and extensions proposed then provision would have been made for the accrual of the mileage payments in respect of each class—whether within the City Limits or without those limits, but in contemplation of their being brought within the City Limits—so that the contradiction above pointed out would not have occurred.

But there is another paragraph in this same agreement which seems to put an end to all controversy. Paragraph 9 reads thus:

"9. To the extent that it is necessary to deal with the Corporation of the Township of Barton, or the Corporation of the County of Wentworth, the Street Railway Company shall not be under any responsibility whatever to the City Corporation in regard to the matters dealt with herein, but the Street Railway Company shall use due diligence in obtaining whatever consent is necessary to enable the Street Railway Company to carry out the provisions of this agreement."

Surely this paragraph shows conclusively that the other provisions of the agreement in which it is contained were not to apply to the fruits of the dealing with the Township of Barton and the County of Wentworth—that is to the franchise rights to be acquired aliunde the City of Hamilton. This seems to make it clear that there was no thought of future annexation of those outer districts to the City when the Applicant made this agreement. The clear inference is that

the Respondent Company was to make the best bargain it could with the Township and County municipalities respectively—that was recognized to be no affair of the City, so long as the lines and extensions were constructed and operated—the City was concerned in settling the terms as to the lines and extensions then within the City Limits.

The fairness of this conclusion will appear when it is considered that the two several agreements between the Township and County municipalities with the Respondent Company are still operative—in those agreements the franchise rights of the Respondent Company are rooted and from them derive their force and efficacy. Those agreements cannot be ignored or set aside by the Applicant (see section 33 of "The Municipal Act"). The Applicant recognizes this since after the annexation to the City of the district in which the streets in question were situated the Applicant procured the following assignment to be inserted in an agreement dated 8th February, 1921, and made between the Applicant and the Township and County municipalities:

"7. The Township and County for themselves, their successors and assigns do hereby grant, assign, release and quit claim unto the City all their right, title and interest in and to the lands in the said annexed area and more particularly described in the Order hereinbefore mentioned and in the roads and streets within the limits of the City of Hamilton together with any and all interest which they may have in any franchises or agreements heretofore given or made respecting the said roads and streets."

If the Applicant's contention prevailed in respect of the streets in question the terms of By-law No. 624 would be superimposed upon the terms contained in the several agreements with Township and County under which the Respondent Company acquired its rights upon those streets, and this the Board thinks was never intended, and is not the fair conclusion to be drawn from the documentary evidence before the Board.

The conclusion of the Board is that the mileage charge set out in paragraph 23 of By-law No. 624 cannot be imposed in respect of the trackage laid on streets pursuant to the agreement confirmed by By-law No. 1430, which were at the date of the agreement without the City Limits. The Board understands that the Company is willing to pay to the Applicant in respect of the disputed trackage the amounts properly payable under the agreements with the Township and County municipalities respectively, and this the Applicant is entitled to receive under the assignment from the County and Township above referred to. Apart from the question here discussed there is apparently no difference between the parties which will prevent them from adjusting the several amounts properly payable in view of this finding of the Board. If differences should arise in settling the amount of the charges, the parties may bring the matters in difference before the Board.

And the Board makes no Order for costs, save and except that the Applicant shall pay $15.00 for the law stamps required on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 9th day of January, A.D. 1922.

January 11th, 1922.

Order.

Upon the hearing of this application at the sittings of the Board held in the Council Chamber in the City Hall in the City of Hamilton on Thursday, the twenty-fourth day of November, 1921, in the presence of Counsel for the

Applicant, the Corporation of the City of Hamilton, and the original Respondent, The Hamilton Street Railway Company, no one appearing for the Respondents, the Corporations of the County of Wentworth and the Corporation of the Township of Barton, and upon hearing what was alleged by Counsel aforesaid, and judgment having been reserved until this day:

1. This Board doth order and declare that the Corporation of the City of Hamilton is entitled to collect the mileage rates or charges set out in section 23 of By-law No. 624, respecting the Hamilton Street Railway Company, passed by the Council of the Corporation of the City of Hamilton, on the 26th day of March, 1892, in respect of the trackage laid on streets pursuant to the agreement dated 10th day of March, 1913, confirmed by By-law No. 1430, passed by the said Council of the City of Hamilton on the 10th day of March, 1913, with the exception of the tracks laid on streets which were at the date of the said agreement without the limits of the said City, which last mentioned trackage is as follows:

(*a*) On Kenilworth Avenue from Burlington Street to Barton Street, and from the Waterworks Pipe Line to Main Street, and

(*b*) On Main Street from 150 feet easterly of Ottawa Street to Kenilworth Avenue.

2. And this Board doth order and declare that the City Corporation is entitled to collect mileage charges in respect of the trackage mentioned in section (a) of clause 1 hereof, according to the mileage rates and charges provided by section 16 of By-law No. 883 of the Council of the Corporation of the Township of Barton passed on the 5th day of December, 1913, and in respect of the trackage mentioned in section (b) of clause 1 hereof, according to the mileage rates and charges provided by section 10 of By-law No. 632 of the Council of the Corporation of the County of Wentworth, passed on the 17th day of April, 1914.

3. And it is hereby declared that the City Corporation was and is entitled to collect payment of such mileage rates and charges from the respective dates set forth as follows:

Street	Between	Miles	Dates from which mileage should be charged
1. Kenilworth.....	Burlington Street and G.T.R. Main Line	.397	December 15th, 1920 (Barton By-law 883).
2. Kenilworth.....	G.T.R. Main Line and Barton Street...	.241	April 1st, 1920 (Barton By-law 883).
Kenilworth.....	Barton Street and Water Works Pipe Line	.359	December 16th, 1921.
3. Kenilworth.....	Water Works Pipe Line and Main Street	.286	December 16th, 1921 (Barton By-law 883).
Main.....	Sherman Avenue and Delta.....	.839	October 10th, 1918.
Main.....	Delta and 150 feet east of Ottawa Street	.272	October 6th, 1919.
4. Main.....	150 feet east of Ottawa Street and Kenilworth Avenue.....	.483	April 1st, 1920 (Wentworth By-law 632).
Barton.....	Ottawa Street and Kenilworth Avenue..	.523	October 10th, 1918.
Burlington.....	James Street and Sherman Avenue.....	1.571	October 17th, 1919.
Burlington.....	Sherman Avenue and Ottawa Street....	1.081	September 1st, 1920.
Burlington.....	Ottawa Street and line between Lots 3 and 4 of Barton.....	.274	December 3rd, 1920.
Burlington.....	From line between lots 3 and 4 Barton to Kenilworth Avenue.....	.233	December 3rd, 1920.

4. And the Board makes no Order for costs, save and except that the Applicant shall pay $15.00 for the law stamps required on the Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 6948.

Application by the City of Fort William, under section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, for approval of its By-law No. 2101—to establish building restricted districts or zones in the City of Fort William.

July 17th. New By-law No. 2181 filed.

July 28th. Hearing, pursuant to appointment, 11 a.m.: adjourned *sine die*, no one appearing.

Aug. 21st. Hearing, 11.30 to 11.45 a.m., City Hall, Port Arthur. Application dismissed. Fort William to protect the area against undesirable buildings.

July 30th. Order issued.

Aug. 21st, 1922.

ORDER.

Upon the application of the said Corporation, and upon reading the copy of the said by-law and the other material filed, and upon hearing what was alleged by Counsel for the Applicant and for certain property owners interested.

The Board orders, under and in pursuance of the provisions of section 399a of "The Consolidated Municipal Act, 1922," that the application of the Corporation of the City of Fort William for approval of its By-law No. 2181, intituled "City of Fort William By-law No. 2181." A by-law to establish building restricted "districts or zones in the City of Fort William," be and the same is hereby dismissed.

(Sgd.) D. M. MCINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 7050.

Between:

The Corporation of the City of Hamilton,

Applicant,

—and—

The Hamilton and Dundas Street Railway Co.,

Respondent.

(Repair of Tracks.)

Nov. 27th. Hearing, pursuant to appointment (*re* Aberdeen Ave.) 11.30 a.m. to 1 p.m., at Board's Chambers. Application dismissed. ("Viva voce" judgment at conclusion of hearing.)

PROCEDURE FILE 7063.

In the Matter of the Petition of J. W. Laing, and others, under section 9 of "The Local Improvement Act," against the proposed repaving and widening of Ouellette Ave.—between Wyandotte and Erie Streets—in the City of Windsor.

Jan. 30th. Hearing, pursuant to appointment, 11 a.m., City Hall, Windsor.

Feb. 8th. Report of vice-chairman, under section 9, chapter 186, R.S.O., filed.

Feb. 24th. Further material (estimate by City Engineer, of cost of 36-foot pavement) filed.

March 6th. Board directs that of total cost of 36-foot pavement, $57,393.60, the property owners be assessed $43,172.49—balance of $14,221.11 to be paid by city.

REPORT.

The undersigned having heard this application pursuant to section 9 of chapter 186, R.S.O., 1914, at the city hall in the City of Windsor, on the 30th day of January, A.D. 1922, at the hour of eleven o'clock in the forenoon, public notice of the said hearing having been given as directed by the Board.

Mr. J. H. Rodd, K.C., appearing for the Petitioners;

Mr. W. G. Bartlett, for the City of Windsor, and

Mr. J. B. McLeod, for the John Kerr Estate and Self.

The records are complete in regard to the sufficiency of the petition, and it was deposited with the Board within 21 days after the first publication of the notice of the council's intention to undertake the work; the notice was published on the 31st October, the 7th and 14th November, 1921. This is therefore within the required 21 days under the Act. It was alleged and admitted that By-law No. 2780 was passed by council by a vote of two-thirds of all the members.

The estimated cost of this improvement which includes excavation, curb and gutter, pavement between the tracks of the railway, and for 18 in. on the outer side of each rail, etc., is $79,970; the work to be spread over a term of ten years; the city as a whole to contribute the sum of $22,715 of the estimated cost, which includes the cost of the improvements opposite street intersections, drainage, and $1.00 per yard towards the cost of the pavement; the abutting frontage to contribute the balance of $57,255.

The estimated cost per foot frontage is $15.06 6-10, or if spread over a period of ten years at a rate of 6% per annum a yearly rate per foot frontage of $1.99.

In Exhibit 4 showing the estimate made by the City Engineer, the city proposes to pay on the cost of the intersections:

1,000 yards at $5.65 per yard	$5,650
And on the remainder of the pavement, 10,500 yards, $1.00 a yard towards the cost	10,500
The total drainage	1,160
The whole of the circular cut	250
The removal of the trees (90)	2,250
Removing the lights	840
Together with 10% for incidentals	2,065
	$22,715

Regarding this apportionment of the cost of the work I do not believe that it is an equitable apportionment, as the portion of Ouellette Street to be improved is almost exclusively a residential street. The width of the street from street line to street line is said to be 125 feet, and the residences on each side of the street are placed 25 feet back from the street line, making a total width of 175 feet from the houses on one side of the street to the houses on the opposite side. A double track standard gauge was constructed by the Hydro-Electric Power Commission on Ouellette Avenue within these two blocks, and upon a street which is at present 36 feet from curb to curb. It will therefore, be necessary to widen the street, and it is proposed to cut seven feet off the boulevard on each side of the street, and make the width of the street from curb to curb 50 feet. The street at present being 36 feet, it had a single track on it before the double track was constructed, and was sufficient for the needs of the residents of this street. The placing of a double track on it is no advantage to a residential street, but is rather a disadvantage, and to widen it to 50 feet and pave it with

asphalt pavement will encourage a greater vehicular traffic, which in my opinion, is no advantage to the residents of the street.

The widening of the street and double tracking it would appear to be necessary in the judgment of the City Council and the Hydro-Electric Commission in order to accommodate the traffic generally of Windsor and other municipalities which are the owners of the railway.

I would, therefore, recommend that the residents within these two blocks be required to pay by way of frontage the sum or sums they would be required to pay on this street for a width of 36 feet and containing one track thereon. I would also recommend that the City Engineer be required to prepare an estimate of this cost and submit the same to the City Council and this Board. I do not find anything in the agreement between the City of Windsor and the Hydro-Electric Commission which requires the Hydro-Electric Commission of Ontario to pay for the pavement of the tracks, and 18 inches on each side of the outer rail. I am, therefore, assuming that the City of Windsor is to pay for that portion of the work which the residents are not required to pay. In this case the city should pay all the expense for the widening and laying of double track over and above what it would cost to pave a 36-foot street with one track upon it, as it was before this improvement was commenced.

Respectfully submitted,

(Sgd.) A. B. INGRAM,

Toronto, February 8th, 1922. *Vice-Chairman.*

PROCEDURE FILE 7078.

Application by the City of Toronto, under section 399a of "The Municipal Act" (Section 10, chapter 63, Ontario Statutes, 1921) for approval of its By-law No. 8867 establishing a restricted area on either side of Bernard Avenue, between Avenue Road and Bedford Road.

March 2nd. Hearing continued, 11 to 11.40 a.m. at Board's Chambers. Adjourned *sine die* pending possible legislation. City solicitor to serve notice of next meeting on ratepayers now present (4).

Aug. 10th. Hearing continued, 11 a.m. to 12 m. By-law approved, excepting as to houses numbers 16, 40 and 50.

Aug. 11th. Draft order filed.

Aug. 12th. Order issued.

Aug. 10th, 1922.

ORDER.

Upon the application of the said Corporation, and upon reading the material filed by William Johnston, Esquire, K.C., solicitor for the Applicant, and upon hearing what was alleged by counsel for the Applicant and for the various parties interested.

The Board orders, under and in pursuance of the provisions of section 399a of The Municipal Act, as enacted by section 10, chapter 63, Ontario Statutes, 1921, that By-law No. 8867 intituled "A By-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Bernard Avenue, between Avenue Road and Bedford Road, for any other purpose than that of a detached private residence, be and it is hereby approved, except as to those parcels of land at present bearing street numbers, 16, owned by Nellie Stewart; 40, owned by Annie M. Seaborne; and 50, owned by Esther Kenan, to which said by-law shall not apply.

(Sgd.) D. M. MCINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 7094.

Application by The Gore "G" Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

June 20th. Hearing, pursuant to appointment, 10 to 11.45 a.m., Shire Hall, Picton.

June 28th. Report vice-chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

June 28th. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, June 28th, 1922.

June 28th, 1922.

ORDER.

Upon the application of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of Assets and Liabilities, Receipts and Disbursements and other material filed.

The Board orders that the Applicant, The Gore "G" Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1922:

For Rural Party Line Service

To Shareholders.....$15.00 per annum.
To Non-shareholders.....$25.00 per annum.

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. MCINTYRE,
(Seal.) *Chairman.*

PROCEDURE FILE 7101.

In the Matter of the Petition of A. T. McGary and others, under section 504a of "The Municipal Act," as enacted by section 24, chapter 63, Ontario Statutes, 1921, for the erection into a police village of a locality in the Township of Humphrey, in the Provisional Judicial District of Parry Sound, under the name of "The Police Village of Rosseau."

May 1st. Hearing, pursuant to appointment, 11 to 11.30 a.m., at the Board's Chambers. Application granted. Applicant's solicitor to draft Order.

May 2nd. Draft order filed.

May 2nd. Order issued.

May 1st, 1922.

ORDER.

Upon the application of the above-mentioned Petitioners, for the erection of the locality hereinafter described into a police village, to be called "The Police Village of Rosseau," and the Board having appointed this day for the

hearing of the said petition, and due notice of the appointment having been published and posted, as directed by the said Board, upon reading the petition signed by a majority of the freeholders of the locality hereinafter described whose names are entered on the last revised assessment roll, and by a sufficient number of the resident tenants of the said locality whose names are entered on such roll to make up with such freeholders a majority of the whole number of freeholders and tenants whose names are so entered, upon reading the affidavits of John Knowles, Albert Amasa Young and James Lee Wilkinson, and the exhibits therein respectively referred to, upon consideration of a survey or plan and description of the said locality by W. Galbraith, Ontario Land Surveyor, filed, and it appearing that the said locality is in the organized Township of Humphrey, in the Provisional Judicial District of Parry Sound, and contains a population of not less than 150, and has an area of not more than 500 acres, and upon hearing what was alleged and the evidence adduced by and on behalf of the said Petitioners, and no one appearing to oppose said application.

1. It is ordered that the said locality, namely: Those portions of land and land covered with the waters of Lake Rosseau, in the Township of Humphrey, in the District of Parry Sound, composed of Lot One in the Fourth Concession, the southerly part of Lot One in the Fifth Concession, the Town-plot of Helmsley, Lot Four in the Sixth Concession, the southerly 60 acres of each of the Lots 71 and 72 in Concession "A", together with the adjacent road allowances, and 150 feet in width of the adjacent waters of Lake Rosseau, the boundaries of which Police Village may be described as follows: Commencing at the water's edge of Lake Rosseau on the southerly side of the extreme south-westerly angle of Lot Four in the Sixth Concession; thence northerly along the westerly limit of the said Lot Four to the centre of the road allowance between the said lot and Concession "A"; thence easterly along the centre of the said road allowance in the division line between Lots 72 and 73 in Concession "A"; thence northerly along the westerly limit of the said Lot 72, 30 chains and 50 links; thence easterly parallel to the southerly limit of the said Lot 72, to the centre of the road allowance between Lots 70 and 71 in Concession "A"; thence southerly along the centre of the said road allowance, 30 chains and 50 links, to the centre of the road allowance between Concession "A" and the Town Plot of Helmsley; thence easterly along the centre of the said road allowance, to the westerly limit of Lot One in the Fifth Concession; thence southerly, along the said westerly limit, to the centre of the Parry Sound Road as now travelled; thence easterly along the centre of the said Parry Sound Road to the centre of the road allowance between the Townships of Humphrey and Cardwell; thence southerly along the centre of the said road allowance to the water's edge of Lake Rosseau; thence westerly, along the said water's edge, in front of Lots One, Two and Three in the Fifth Concession, and in front of Lot Four in the Sixth Concession, to the place of beginning; also that portion of land covered by the waters of Lake Rosseau, lying within 150 feet of the water's edge of the said lake, and being in front of the said Lots One, Two and Three, in the Fifth Concession, and in front of Lot Four in the Sixth Concession of the said Township of Humphrey; be and the same is hereby erected into a police village, which shall bear the name of "The Police Village of Rosseau."

2. And it is further ordered and declared that the aforesaid boundaries shall be the boundaries of the said Police Village of Rosseau.

3. And it is further ordered, that on Thursday, the 18th day of May, 1922, Albert A. Young, of the said Police Village of Rosseau, who is hereby named and appointed the Returning Office for holding the first election of

Trustee of said Police Village, do hold the nomination for such first election of Trustees, at the Town Hall of the said Township of Humphrey, in the said Police Village of Rosseau, at the hour of 1 p.m., of which nomination he shall give one week's notice by advertisement in "The Bracebridge Gazette," a newspaper published in the Town of Bracebridge, in the District of Muskoka, also by one week's notice posted up in three conspicuous places in the said Police Village of such nomination, and he shall preside at such nomination, or in case of his absence the electors present shall chose from among themselves a chairman to preside, who shall have all the powers of a Returning Officer, and the polling for the said election, if necessary, shall be held on the 25th day of May, 1922, between the hours of 8 a.m. and 5 p.m., and the Returning Officer or Chairman shall at the close of the nomination (which shall close at 2 p.m., on the said 18th day of May, 1922) publicly announce the place at which such polling shall take place, which shall be at the said Town Hall in the said Police Village.

4. And it is further Ordered, that the first meeting of the Trustees shall take place and be held at the said Town Hall in the said Police Village of Rosseau, on the 1st day of June, 1922, at the hour of 8 p.m.

5. And it is furthered Ordered that this order shall take effect on and from the first day of May, 1922.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

PROCEDURE FILE 7107.

In the Matter of the Petition of Michael Gleason, and others, under section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Armstrong Street—between Holland Avenue and Parkdale Avenue, in the City of Ottawa.

Jan. 3rd. Order.

December 28th, 1921.

ORDER.

The above petition having come on for hearing at a special sittings of the Board, held in the Council Chamber in the City of Ottawa, on Friday, the 23rd day of December, A.D. 1921, before Mr. Commissioner Ellis, duly authorized as provided by section 9 of "The Ontario Railway and Municipal Board Act," in the presence of certain of the said petitioners, and of the solicitor and engineer of the City of Ottawa, and the said Commissioner having reported upon the said matter to the Board, and the Board having adopted said report as the basis of its Order herein;

It is Ordered:

1. That the said petition be and the same is hereby dismissed.

2. The Corporation of the City of Ottawa shall affix Law Stamps to the amount of $10.00 to this Order, in payment of the fees of the Board upon the said hearing, and the said Corporation may charge the said expenditure as part of the cost of the said local improvement work, and save as aforesaid, the Board makes no Order as to the costs of the said hearing.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

PROCEDURE FILE 7121.

Between:

The Municipal Corporation of the City of Ottawa,

Appellant.

—and—

The Ottawa Electric Railway,

Respondent.

(Assessment Appeal.)

Jan. 6th. Hearing, pursuant to appointment, 10 a.m. to 1.30 p.m. Council Chamber, City Hall, Ottawa. Judgment reserved.

Jan. 20th. Judgment delivered.

Jan. 27th. Approved draft Order filed.

Jan. 30th. Order issued.

July 1st. Appeal to Appellate Division allowed and Order of County Judge restored—with costs throughout. (See "Globe" July 1st, 1922). 22 O.W.N., 598.

OPINION OF THE BOARD.

This is an appeal from the decision of the learned Judge of the County Court of the County of Carleton, in respect of the ssessment of certain machinery of the Respondent situate in the City of Ottawa. The assessment in question was made in the year 1921 with a view to its adoption as the basis of taxation for the year 1922, and is entered against the Respondent on the Assessment Rolls of the City as prepared by the Assessment Department, as follows:

Wellington Ward,	Roll No. 689,	Electric motors, etc.....	$15,950 00
Capital Ward,	Roll No. 3313,	Machinery.....	17,000 00
By Ward,	Roll No. 1894½,	Machinery.....	33,200 00
Victoria Ward,	Roll No. 5136,	Water Power Machinery.....	98,200 00
Victoria Ward,	Roll No. 5136,	Steam Plant Machinery.....	228,000 00
			$392,350 00

Upon appeal to the Court of Revision these assessments were confirmed, and upon a further appeal to the learned County Judge they were directed to be stricken off.

The machinery is described in detail in Exhibit No. 18 adopted by both parties to the appeal as correct, and filed at the hearing. This exhibit is comprehensive and succinct, and being accessible on the files of the Board its contents need not be incorporated at length here. In this exhibit the machinery is summarized under 15 separate items, and the mode of installation of the several machines is described. Broadly the machinery as there enumerated is divisible into two groups, namely, first, the water power plant, which embraces items number 1 to 6, both inclusive, and second, the steam power plant which embraces items number 7 to 15, both inclusive. The items set out in Exhibit No. 18 do not embrace the machines in the substations of the Respondent situate respectively in Capital Ward on Centre Street, and in Wellington Ward on Albert Street, but Exhibit No. 18 states that the machines in the latter substations are set up and attached in the same way as similar machines situated in other wards, which are described in Exhibit No. 18.

It appears that under an agreement dated 28th June, 1893, and made between the parties hereto and another (appearing as Schedule A to chapter 76 of "The Ontario Statutes of the year 1894), the Respondent was granted the

right to construct and operate an electric railway on and along certain streets of the City of Ottawa, and in the exercise of that right has constructed and is operating an electric railway on certain streets of said city, and for that purpose has installed and erected, amongst other appliances, the machinery and plant in said city where assessment is now the subject of appeal. Of the various provisions of this agreement those specially relevant here are those contained in paragraphs numbers 18 and 52, which read as follows:

"18. The Corporation shall grant to the said companies exemption from taxation and all other municipal rates on their franchises, tracks and rolling stock and other personal property used in and about the working of the railway, also on the income of the Companies earned from the working of the said railway for a period of thirty years from the said 13th day of August, A.D. 1893. But this shall not apply to the real estate of the companies.

"52. In this agreement, unless the context otherwise requires, the expression track shall mean the rails, ties, wires and other works of the companies used in connection therewith."

It seems proper to consider first the application of "The Assessment Act" to the facts of this case, and then to consider in what respect and to what extent its application is affected by the provisions of the above agreement.

On the argument there was some discussion as to whether "The Assessment Act" in force at the time of the making of the above agreement, 1893, or the Act in force at the time of the making of the assessment in 1921, should be held to apply. As to this the Board has no doubt that the law applicable is the law in force when the assessment was made—namely R.S.O. (1914) cap. 195. It should be noted here, however, that in the year 1893 under "The Assessment Act" then in force (55 Vic. cap. 48) personal property as well as real property was assessable.

Section 5 of "The Assessment Act" (R.S.O. c. 195) reads as far as applicable "all real property in Ontario . . . shall be liable to taxation subject to the following exemptions." Then follow a number of subsections setting out in detail the exemptions; of these subsection 17 reads as follows:

"17. All fixed machinery used for manufacturing or farming purposes, including the foundations on which the same rests; but not fixed machinery used, intended or required for the production or supply of motive power including boilers and engines, gas, electric and other motors, nor machinery owned, operated or used by a railway company or by a persons having the right, authority or permission to construct, maintain or operate within Ontario in, under, above, on or through any highway, lane or other public communication, public place or public water, any structure or other thing, for the purposes of a bridge, tramway or street railway, or for the purpose of conducting steam, heat, water, gas, oil, electricity, or any property, substance, or product capable of transportation, transmission or conveyance for the supply of water, light, heat, power, or other service."

Paragraph (h) with its subclause 4 of section 2 of the same Act reads as follows:

"Land, real property, real estate, shall include:

. . . . . .

"4. All buildings, or any part of any building, and all structures, machinery and fixtures, erected or placed upon, in, over, under or affixed to land."

From this it is clear that machinery erected or placed upon, in, over, under or affixed to land is real property by force of the portions of section 2 of "The

Assessment Act" above noted, and that being real property it is assessable under section 5 by force of the general enactment that all real property in Ontario shall be liable to taxation. Furthermore, if the machinery in question here is fixed machinery used, intended or required for the production or supply of motive power, etc., it is excepted by force of the latter portion of subsection 17 of section 5 of that Act, from the exemption conferred by the earlier portion of subsection 17 upon fixed machinery used for manufacturing or farming purposes.

Applying this conclusion to the facts of this case and to the machines which are the subject of consideration on this appeal, the Board is of the opinion, in view of their mode of installation as described in Exhibit No. 18, that they are beyond doubt "real property" as defined in "The Assessment Act," and that they are "fixed machinery used . . . for the production of motive power etc.," and as such properly assessable. A perusal of the description in Exhibit No. 18 under Item No. 1 of the mode of annexation to the freehold of the machine designated under that item will satisfy one of the correctness of this inference. Further, Exhibit No. 18 declares that the several machines designated under Items Nos. 2, 3, 5, 10, 11, 12, 14 and 15 respectively are secured and attached to the floor of the several buildings in which they are situated in the same manner as is the machine described under Item No. 1.

Under Items Nos. 4 and 13 of Exhibit No. 18 are designated two separate switchboards. The mode of installation of these machines is substantially similar, and is such as satisfies the Board that they also are "real property" and "fixed machinery" used . . . for the production of motive power, etc," as in the case of the machines mentioned above. Though they may not actually produce motive power they are an integral and necessary part of a group of machines which develop mechanical power which in turn is converted into electric current, and this latter is measured and controlled by these switchboards.

The three items, Nos. 7 (three boilers), 8 (steel bunker) and 9 (a worm or conveyer) set out in Exhibit No. 18 embraces parts of the steam plant, which though not attached to the floor or walls of the building containing them, as is the plant embraced in Item No. 10 (steam turbine and generator set) are yet connected with the steam turbine by pipes, and are a necessary and integral part of the steam plant. Under these circumstances it seems to the Board that the machines and plant embraced in Items Nos. 7, 8 and 9 of Exhibit No. 18, must be taken to share the character of the steam plant and partake of its annexation to the freehold under the authority of the case, Pole-Carew v. Western Counties, etc., Co. (1920) 2 Chy. at p. 118. The character of fixation of the machine termed a "booster set" under Item No. 6 is not clearly indicated. At the request of the Board the description has been supplemented by a letter from Mr. Chrysler, approved by Mr. Proctor, dated 16th January, 1922. In this letter the machine is described as affixed to the building substantially as is the machine designated under Item No. 1 of Exhibit No. 18, and the observations above as to the latter are applicable to the machine termed a "booster set." Besides this the definition of real property in section 2 paragraph (h) of "The Assessment Act" as embracing amongst other things "machinery . . . erected or placed upon . . . or over . . . land" is sufficient to stamp the three machines installed as above, as well as the "booster set," with the character of real property for the purposes of assessment.

The Board then concludes upon the above facts that apart from the terms of the agreement the machinery which is the subject of consideration on this appeal is assessable as real property, and also as fixed machinery used for the production of motive power, etc. The question remains to be considered to

what extent is this conclusion affected by the provisions of paragraphs 18 and 52 of the agreement above quoted?

Paragraph 18 so far as material, here first binds the corporation to exempt from taxation, "the franchises, tracks, and rolling stock and other personal property used in and about the working of the railway" for a period of time still unexpired, and then concludes with the declaration, "but this shall not apply to the real estate of the company." If the matter rested here, there would be no ground for controversy, since the city freely concedes the company's claim to exemption in respect of the things specifically enumerated, namely, "franchises, tracks, and rolling stock," and also in respect of the things embraced under the general words "and other personal property used in and about the working of the railway." But none of the machinery whose assessment is in question here falls naturally into the category defined by the above specific words. Neither does it fall within the general descriptive words "other personal property," for as above pointed out it is clearly a species of "real property" as that term is defined in "The Assessment Act."

The company then invokes the interpretation provision of paragraph 52, and contends that it imports into the word "tracks" as used in paragraph 18 a meaning so elastic and comprehensive as to embrace things so alien in character to tracks as water wheels, a steam turbine engine, steam boilers, dynamos, electric generators, etc. In advancing this contention the company refers to Ottawa Electric Railway Company v. Ottawa, 10 O.W.R. 138, a case in which the construction of this agreement came up before the Court of Appeal of Ontario. In that case the Court held that a storage battery weighing several tons and resting merely by its own weight upon the floor of the containing building, without permanent attachment to the realty, was exempt from taxation. It seems to the Board that this case is clearly distinguishable from the case before the Board both in its facts and the law applicable to them. The definition of "real property" in "The Assessment Act" applicable when this case was decided (55 Vic. Cap. 48) is much narrower than is the description of "real property" contained in the present Act, and clearly excludes from that category a machine installed as the storage battery there in question was. The judgment of the Court of Appeal proceeded on two grounds, first that the storage battery was personal property, and secondly that it took no "part in the generation of power" that "the battery is not part of the machinery engaged in producing the power." The Chief Justice says, p. 141, "when it (the battery) was brought here (on the company's premises) it was undoubtedly personal property, and beyond doubt it was brought there and placed where it is for the purpose of being used in connection with the working of the railway. There is nothing in the nature of the use to which it was put to necessarily change its original character. What reason is there for removing it from the category of personal property? There is nothing in the evidence to lead to the conclusion that it was within the contemplation of the defendants that its employment for the purpose to which it is put should change its character."

How different is the condition of the machinery in this case? While the storage battery was beyond doubt held as personal property, the machinery here in question is under the definition in "The Assessment Act" as clearly "real property" and "fixed machinery used for the production or supply of motive power, etc." While the storage battery is static and inert, its office merely "to control and regulate the supply of electric power as it passes from the generating dynamos to the street and rail wires," the machinery under consideration here is dynamic, developing enormous mechanical power which

in turn is converted into electric current by high speed motors and generators, which current in turn passing out over the trolley wires actuated the entire railway system. Such a user necessitated a fixation of the several machines which was accomplished by their annexation to the realty by bolts and cement. Obviously the facts, as to which the Court of Appeal was called upon to interpret the agreement, were essentially different from the facts in this case both as to the functions the machinery in each case performed, the degree and character of its annexation to the freehold, its status and quality in law whether as real or personal property and consequent liability or non-liability to taxation.

Holding that the storage battery was personal property and as such exempt from assessment under the general descriptive words in section 18, the Court of Appeal was not called upon to determine, and did not determine, the effect of the general descriptive words in paragraph 52, "and other works of the company used in connection therewith," following the specific enumeration of "rails, ties, wires." In view of this it seems to the Board that the obervations of the trial judge, Mr. Justice Teetzel, as to the effect of the general words in section 52 are unaffected by the judgment of the Court of Appeal. Bearing in mind the caution declared by the Chief Justice as proper to be observed in applying as a rule of construction the doctrine ejusdem generis, the Board is of the opinion that the wide interpretation of these words urged by the company is not permissible, and that the meaning was intended to be restricted by the particular words with which they are textually associated. It is to be observed that they occur in a paragraph which assumes to define the meaning of the word "track" as used in the agreement and for our purpose particularly in paragraph 18, which latter is the main granting paragraph, and to which paragraph 52 is complementary. The general words follow an enumeration of three specific portions of the company's plant, two of which "rails and ties" are component parts of tracks, and third "wires" are "used in connection therewith" so intimately that rails and wires in situ constitute together the indispensable circuit between generators and cars which is traversed by the electric current. In view of this it seems to the Board that the meaning of the general words in paragraph 52 is restricted by the particular words which they follow to things ejusdem generis, and that these general words were not intended to enlarge the meaning of the word "tracks" to include such things as those parts of the company's plant whose assessment is in question on this appeal.

Besides the restricting effect of the concluding words of paragraph 18, "but this shall not apply to the real estate of the company" must not be overlooked. This paragraph provides for the exemption of three specific things "franchises, tracks and rolling stock"; these words are followed by the exemption of things comprised under the general words "and other personal property, etc.," and the paragraph concludes with the words prohibiting the extension of the exemption to real estate. "Tracks," one of the specific words used, a word with a clear and definite meaning, embraces certain of the realty of the company which is entitled to exemption beyond doubt. But this clear and definite meaning should not be expanded so as to include things not ejusdem generis, real property so dissimilar in character from tracks, by force of a word of such vague import as "works" in paragraph 52, in view of the prohibition contained in the concluding words of paragraph 18.

It is not without significance that where the word "works" occurs elsewhere throughout the agreement it is associated with tracks or words clearly ejusdem generis; thus in paragraph 19 the words are, "cars, works, wires or tracks"; again in paragraph 21 the words are "the tracks of the railway and all works

necessary for constructing and laying the same," and again in paragraph 32 the familiar indemnity provision usually present in all such agreements, and which is mainly intended to protect the municipality against claims for damages arising out of the grant to the company of a franchise or right to execute certain works in its streets, involving in particular the laying of tracks—including rails, wires, poles, etc.

The Board is of the opinion that the assessment of the machinery in question should be restored to the rolls as entered by the Assessment Department.

There will be no costs to either party, but the company will pay $10.00 in Law Stamps on the Board's Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 18th day of January, A.D. 1922.

January 18th, 1922.

ORDER.

The appeal of the above-named Appellant from the decision of His Honour the late R. D. Gunn, County Judge of the County of Carleton, delivered in this proceeding on the 8th day of December, 1921, whereby the said judge allowed the appeal of the Ottawa Electric Railway Company from the decision of the Court of Revision of the said City of Ottawa, and directed that certain assessments of machinery entered against the said company, upon the Assessment Rolls of the said city made in 1921 for the purposes of taxation in 1922, as hereinafter specified, be disallowed and struck off the said Assessment Rolls, having come on for hearing before this Board at a special sitting thereof, held at the City of Ottawa, on Friday, the 6th day of January, 1922, in the presence of counsel as well for the said Appellant as for the said Respondent, whereupon upon hearing what was alleged by counsel aforesaid, and upon reading the evidence adduced before the said County Judge (a certified transcript thereof having been submitted by consent of all parties), and upon reading and perusing the exhibits referred to in the said evidence, and the matter having stood over for decision unto this day:

1. The Board doth order and direct that the following assessments appearing upon the said Assessment Rolls of the said city, namely:

Wellington Ward,	Roll No. 689,	Electric motors, etc.....	$15,950 00
Capital Ward,	Roll No. 3313,	Machinery.....	17,000 00
By Ward,	Roll No. 1894½	Machinery.....	33,200 00
Victoria Ward,	Roll No. 5136,	Water Power Machinery.....	98,200 00
Victoria Ward,	Roll No. 5136,	Steam Plant Machinery.....	228,000 00
			$392,350 00

directed by the said judge to be struck off the said Assessment Rolls, be restored thereto as entered by the Assessment Department of the Appellant Corporation.

2. The Board doth further order and direct that the Respondent Company do pay the sum of Ten Dollars ($10.00) as the fees of the Board upon the said hearing, a Law Stamp to such amount to be affixed to this Order.

3. Save as provided by clause 2 aforesaid, there shall be no costs to either party upon the said appeal.

(Sgd.) D. M. McIntyre,
Chairman.

PROCEDURE FILE 7137

Between:

The Parry Sound Lumber Co.

Appellant,

—and—

The Town of Parry Sound,

Respondent.

(Assessment Appeal.)

Jan. 24th. Hearing, pursuant to appointment, 10.30 a.m. to 6 p.m., at Board's Chambers. Tabulated statement of sales, plots and prices, and shewing quantities sold and remaining, to be put in. Adjourned to 25th inst., at 10.30 a.m.

Jan. 25. Hearing continued, 10.30 a.m. to 1.30 p.m. Hearing concluded. Judgment reserved.

Feb. 10th. Judgment delivered.

Feb. 22nd. Order, following form of approved draft, issued.

OPINION OF THE BOARD.

The Board is of the opinion that there should be a substantial reduction in the assessments of these two properties.

It appears that up to the year 1917 these two properties—east and west of the Riven Sequin—had been used as the site for a saw mill by the Appellant Company, but in that year the mill was burned down, and it has not been rebuilt. For many years prior to that date there had been what are described as three large saw mills in the Town of Parry Sound—one the mills on the Appellant's property, another known as the Conger Mill, and the third known as the Peters' Mill. All three are now non-existent—two having been destroyed by fire, and the third having been pulled down, and the properties are idle except a few small lots sold off for boat houses, etc. The reason for this decay and death of what for many years have been described as flourishing and prosperous industries is given by Mr. Richard Robinson, a lumberman with forty years experience, in these words: "There is no timber of any account around Parry Sound." The great pine forests of the district furnished the logs—the raw material for the mills; the forests have disappeared before the axemen, the advance guard of the lumberman, and with them has disappeared the raw material of the saw mill. Hence these three saw mills, formerly so prosperous, have gone and their sites have lost all value for their former purpose, and lie idle and unremunerative. It was suggested that a use might be found for these properties in the establishment of industries on these sites with hardwood as their raw material. An attempt was made by The Forest Products Company to launch a hardwood industry on a lot adjoining the old Parry Sound Lumber Company's mill site, but it is now closed down, apparently not able to carry on under existing conditions. The value of the properties in appeal based on their suitability as sites for hardwood mills seems conjectural and unreal. Besides the property is, and has for some years been lying idle and unused, and the owner has offered it for sale without finding a purchaser. He has subdivided a portion of it south of the C.P.R. right-of-way, and west of the River Sequin, into small lots with a frontage of 10 feet and a depth of 70 feet—suitable as the site for boat houses—and has sold a few of these lots; surely this is a fall from its former high estate as the site of a flourishing saw mill.

Exhibit No. 1 is a plan of the town showing a number of what are considered eligible factory sites—some 31 in number—but only six of them are marked "now in use."

What then is a fair value of this property for assessment purposes? It is to be noted that little positive evidence was tendered by the town in support of the assessment. The town's witnesses testified as to the assessment of these lands in former years, and also as to their comparative value with reference to other lands, especially the Conger and Peters' properties.

For the Appellant, Mr. Charles Gillespie—Registrar of Deeds for the District of Parry Sound, and a former assessor for the town—gave very clear and on the whole very convincing testimony. He based his valuation both on his notion of the inherent value of the properties in question, and on their comparative values looking to the assessed values of other similar properties in the locality.

First taking up the parcel on the west side of the river, containing about 5½ acres of land, Mr. Gillespie thought $15,000 would be an extravagant price for it, or about $2,727 per acre. He compares this valuation with the Conger property—one of the abandoned mill cites now idle—which he says is more valuable. The Conger property contains 16 acres, and is assessed for $14,000, or at the rate of $875 per acre. It seems to the Board that this parcel should not be assessed in excess of $15,000.

It should be mentioned that in two particulars the municipal officials of the town habitually departed from the provisions of "The Assessment Act." They assessed land at two-thirds of its actual value, and besides this they made concessions to mill properties so long as they were going concerns—such concessions consisted in fixing the value for assessment at a figure lower than the "actual" value as required by statute. The Board cannot take cognizance of these deviations from the provisions of the Act, and in applying the standard permitted by section 69, subsection (16) can look only at the values at which similar lands in the locality are assessed.

As to the parcel east of the River Sequin—blocks 5 and 6. This parcel was used formerly as a piling ground for the saw mill of the Appellant company and contains some 20 acres, of which about 17 acres are valuable. The availability for use of this parcel is greatly impaired by reason of the fact that the southerly portion is cut off in great measure from the Parry Sound Road by a deep cut in which the spur line railway to the C. N. Railway wharf runs. The river opposite the north end of the parcel is not navigable.

Mr. Gillespie testified that the actual value of this parcel—Blocks five and six—was in his opinion $900 per acre, or about $15,000 for the block. This valuation, in view of the foregoing and the assessment of other similar properties, the Board adopts.

A special value was sought to be imputed to these parcels by reason of the water fall in the river between them, and the possibility of its being developed into a valuable hydro-electric power plant. There is no power development here at present, and there is no industry seeking to locate here with intention of utilizing the water power. Some witnesses say that it would cost $100,000 and some $50,000 to develop 250 horse power from this fall, but this is largely conjectural. When the Parry Sound Lumber Company's mill was a going concern it required an auxiliary steam plant owing to the insufficient water supply at certain seasons. Besides, the Town of Parry Sound has, a few miles up the river, a hydro-electric power plant which has cost upwards of $200,000, yielding 1,900 horse power, and of this as yet only 400 horse power is being used

though the town is offering to sell current at $20.00 per horsepower. It would be folly for any industry locating on this site to sink $100,000 or even $50,000 of capital in developing this waterfall when power is to be had from the town plant on such terms. The Board is of the opinion that under present conditions the actual value of these lands is little enhanced by the possibility of developing on them a hydro-electric power plant.

There will be an Order reducing the assessment of the parcel on the west side of the river to $15,000, and reducing the other parcel on the east side to the same figure, $15,000.

There will be no costs to either party, but the Respondent will pay $10.00 in Law Stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 9th day of February, A.D. 1922.

Feb. 10th, 1922.

ORDER.

1. Upon the application of the above named Appellants, represented by J. A. Worrell, of the City of Toronto, in the County of York, one of His Majesty's Counsel, and J. R. Hett, of the Town of Parry Sound, in the District of Parry Sound, Barrister, and in the presence of the above-named Respondents, represented by H. E. Stone, of the said Town of Parry Sound, one of His Majesty's Counsel, and upon hearing the evidence adduced on behalf of both the Appellants and Respondents, and upon hearing the counsel for the Appellants and Respondents and judgment having been reserved until this day.

2. The Board orders that the assessment be fixed for the parcel of land on the west side of the River Sequin in the sum of Fifteen Thousand Dollars ($15,000.00) and for the parcel of land on the east side of the said river also in the sum of Fifteen Thousand Dollars ($15,000.00) and that the Assessment Roll be amended accordingly.

3. The Board further orders that the Respondents shall pay a fee of $10.00, payable in stamps.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7142.

Application by Fred A. Perry, under sections 78, 79 and 80 of "The Ontario Telephone Act, 1918," for authority to parallel the pole leads of The Ernestown Rural Telephone Co., Ltd., for the purpose of furnishing telephone service to W. R. Purdy, et al.

Jan. 27th. Hearing, pursuant to appointment, 4.30 to 5.45 p.m. (adjourned from Town Hall to Campbell House) Napanee. Applicant to be furnished with necessary pin space upon pole of Ernestown Rural Telephone Co., Ltd., to furnish Petitioners with service. Rental of 20 cents per pole per circuit per annum agreed upon. Particulars as to designation of highways to be furnished to Board.

March 18th. Order.

March 18th, 1922.

ORDER.

Upon the application of the applicant, and upon reading the Memorandum of Agreement made the 1st day of February, A.D. 1922, by and between The Ernestown Rural Telephone Company, Limited, and Fred A. Perry, duplicate of which agreement has been filed in the office of the Board.

The Board orders that the said agreement be and the same is hereby approved, under and in pursuance of section 79 of "The Ontario Telephone Act, 1918," provided that the Board may at any time hereafter, of its own motion, or upon any application or complaint, rescind this Order and withdraw its approval of the above-mentioned agreement, and require the same to be altered, amended, varied or otherwise changed or modified, as to the said Board may seem requisite or proper.

The Board makes no order for costs, save and except that the Applicant shall pay the sum of $10.00 for the Law Stamps required for this Order.

(Sgd.) D. M. McINTYRE,
(Seal.) *Chairman.*

PROCEDURE FILE 7151.

Between:

The Municipal Corporation of the City of Ottawa,

Appellant,

—and—

The Toronto General Trusts Corporation and Jas. McKay, Executors of Estate of late Hiram Robinson,

Respondents.

(Assessment Appeal.)

Jan. 23rd. Hearing, pursuant to appointment, 10.30 a.m. to 1.30 p.m. Judgement reserved.

Feb. 13th. Judgment delivered.

Feb. 21st. Order.

Judgment of Board reported—21 O.W.N., 458.

March 31st. Board's judgment reversed by Appellate Division—22 O.W.N. 115.

Between:

The Municipal Corporation of the City of Ottawa,

Appellants,

—and—

The Toronto General Trusts Corporation, and James E. McKay, surviving executor under the last will of the late Hiram Robinson,

Respondents.

Between:

The Municipal Corporation of the City of Ottawa,

Appellants,

—and—

Sir H. K. Egan,

Respondent.

Between:

The Municipal Corporation of the City of Ottawa,

Appellants,

—and—

Russell Blackburn,

Respondent.

and Between:

The Municipal Corporation of the City of Ottawa,

Appellants,

—and—

R. L. Blackburn,

Respondent.

Opinion of the Board.

These appeals were heard together by consent as they raise the same questions of law, and the facts in all are similar. The Respondents are shareholders in the Hawkesbury Lumber Company, a company whose head office is situated at Hawkesbury, in the Province of Ontario. The Respondents, except The Toronto General Trusts Corporation (which has a branch office in Ottawa), reside in the City of Ottawa. Prior to the 30th September, 1916, as appears from Exhibit No. 8, the company had accumulated a surplus of $1,791,917.53 out of earnings. This surplus, according to the Respondents, had both prior to that date (so far as it had accumulated) and subsequently, been used as working capital, the paid-up capital being comparatively small, some $200,000, and the company's operations considerable, while the turnover of capital was slow, owing to peculiar conditions affecting the business. At an extraordinary general meeting of the shareholders held on the 15th December, 1920, a dividend of 875% was declared out of that surplus, payable on the 22nd December, 1920, to the shareholders of record on the first named date. At that meeting, as appears by the certified copy of the proceedings filed (Exhibit No. 8) the shareholders were requested to utilize the said dividend in the purchase of certain Dominion of Canada War Loan Bonds in which that surplus, or the greater part of it, had been invested. Pursuant to the above declaration of the shareholders dividend cheques were issued as follows (Exhibit No. 3):

Sir Henry K. Egan	$574,000
Estate H. Robinson	574,875
Arthur Blackburn	262,500
R. L. Blackburn	160,125
Russell Blackburn	161,000
Estate T. T. McWaters	8,750
W. D. Chambers	8,750
	$1,750,000

As requested by the resolution of the meeting of shareholders the five large shareholders purchased pro rata the War Loan Bonds held by the company, while the balance of the dividend was paid in cash or its equivalent; the proportionate shares of the surplus allotted to the two smaller shareholders respectively were paid in cash.

For the purpose of assisting him in preparing his assessment rolls for the year 1921, to be used as the basis of taxation for the year 1923, the Assessment Commissioner of Ottawa early in the year 1921, forwarded to each of the above-named shareholders a copy of the form prescribed by the Lieutenant-Governor in Council under section 8 of chapter 50 of the Ontario Statutes of the year 1919, in order that they might make their several returns as to income. A return was received from each of the above shareholders who is a Respondent in this matter, which disclosed in each case an income as follows, but subject to certain deductions in respect of statutory exemptions:

Sir Henry K. Egan	$94,980 90
Estate Hiram Robinson	55,333 29
R. L. Blackburn	41,518 00
Russell Blackburn	23,903 50

These returns, which in each case comprise many items covering a wide variety of investments, the Board understands, and the case was argued on that understanding, were made in conformity with the provisions of section 11, subsection (2), and are a statement of the amount of income actually received during the year 1920—the income of the several deponents not being exclusively

salary or other fixed amount capable of being estimated for the then current year (1921). It will be observed, however, that none of the above returns contains any entry of the dividends received as above by the Respondents respectively from the Hawkesbury Lumber Company. Notwithstanding this omission the assessment department of the City of Ottawa entered the Respondents severally for income on the assessment rolls proposed in 1921 as follows:

Sir H. K. Egan	$667,489
The Toronto General Trusts Corporation—Estate Hiram Robinson	630,208
R. L. Blackburn	200,643
Russell Blackburn	180,637

These amounts were reached by adding in each case the dividend received to the amount of income shown on the return as above, a proper allowance for exemption being made. From these assessments the four parties above-mentioned appealed unsuccessfully to the Court of Revision, and upon a further appeal to the learned Judge of the County Court of the County of Carleton, the several assessments for income in respect of the above dividends were ordered to be stricken off the rolls. From this decision these appeals were taken to the Board.

"Income" is defined in Section 2 (e) of "The Assessment Act" as follows:

"(e) 'Income' shall mean the annual profit or gain or gratuity whether ascertained and capable of computation as being wages, salary, or other fixed amount or unascertained as being fees or emoluments, or as being profits from a trade or commercial or financial or other business or calling directly or indirectly received by a person from any office or employment, or from any profession or calling, or from any trade, manufacture or business, as the case may be; and shall include the interest, dividends or profits directly or indirectly received from money at interest upon any security or without security, or from stocks, or from any other investment, and also profit or gain from any other source."

For the purpose of defining how "income" is to be ascertained for the purpose of assessment in the contingency there predicated, section 11, subsection (2) enacts:

"(2) Where such income is not a salary or other fixed amount capable of being estimated for the current year, the income of such person for the purposes of assessment shall be taken to be not less than the amount of his income during the year ending on the 31st December then last past."

In his reasons for judgment the learned County Judge says at p. 4 of his reasons for judgment:

"The Respondents now contend that under subsection 2, of section 11, of the Act, that the Appellants were bound to show in the return mentioned all sums received as income on dividends during 1920, and as the income from the company payable to the Appellant is not capable of being estimated for the current year 1921, the income of the Appellant for the purposes of assessment in 1921, shall be taken to be not less than the amount of his income during the year ending on the 31st day of December then last past, or in other words though it is well known there will be and can be nothing received or receivable as income, and nothing has been received during 1921 by the Appellants, the income must be stated to be the same as in the year preceding.

"I do not adopt this interpretation.

"I am of opinion that the proper interpretation is that if the company paid and the Appellants received every year a dividend that varied in amount and a dividend was sure to come in 1921, though not capable of exact estimation or ascertainment, then and in such case the Appellants should show or would

be properly assessable for the same sum, and not less than the income received the preceding year, but if nothing is coming, nothing need be shown, and if nothing received nothing is assessable as income."

The Board with deference cannot accept this view of the law. It seems to the Board that in the contingency provided for by section 11, subsection (2) of "The Assessment Act," it is not necessary that a dividend should be surely payable in 1921 in order that resort may properly be had to the amount of income received in a given case during the year ending on the 31st December then last past. In a given case when the income is not a salary or other fixed amount capable of being estimated for the current year—1921 (which the Board finds is the case here)—automatically the substantive provision of the subsection is applicable and the income for assessment purposes for the current year is ascertained as there provided. In the judgment appealed from the view seems to have been taken that in the word "annual" in the definition of "income" there inhered the source of recurrence, but this in the opinion of the Board is not necessarily the case. The sense in which the word "annual" is used in its application here is rather "completed in a year," a year being the fiscal period, the revenue received during which, or a sum not less, is imputable to that year as income for the purposes of the Act. That revenue having been received for the year ending on the 31st December then last past, it or a sum not less may properly be adopted under the circumstances of these cases as the assessable income for the current year.

The Board is of the opinion that these are proper cases in which to apply the provisions of section 11, subsection (2), and that the Respondents recognized the propriety of applying them and affirmed their inability to estimate their several incomes from their various investments and sources of revenue for the current year, 1921. This appears from the fact that in making their returns to the assessment department in the spring of the year 1921 these returns were based on the amounts of their several incomes during the year ending on 31st December then last past.

But the Respondents contend that the dividends in question are not income and assessable as such, but are capital and as such exempt from taxation. In support of this view Mr. Tilley says at p. 29 of the Notes of Evidence: "Whether the fund is income or capital depends upon what the company has done with regard to it, and the first question as to money that the company pays out must always be: has it distributed any profits that have remained profits with the company more or less an accumulation of profits, or is it distributing what has been taken from the profits and made capital. It is permissible for a company being always controlled by a Board of Directors and shareholders, to appropriate moneys that have accumulated from the profits to carrying on its business, to appropriate the money to capital purposes, and my submission to the Board is that is what the Hawkesbury Lumber Company has done. For over fifteen years this company has had this amount of money in use as working capital. The matter is not left as my learned friend suggests it is by reference to cases he gave the Board. It is not left to something done merely on a given date in 1921, but the whole course of what has been done for a period of 15 years carrying on operations of such an extent that they could not be carried on without the aid of this money, not merely as profits, that could be withdrawn by declaration of dividend at any time, by turning it into capital." The Board is then referred to a number of cases in which the contestation has arisen between the life tenant and remainderman as to whether a fund accumulated by a company during several years out of profits should be regarded as capital or income when it came

to be distributed by way of dividend amongst the shareholders. Many of the cases were those in which out of large accumulations of profits dividends were declared and stock bonuses paid. In such cases the intention to convert income into capital was clear. The authorities, however, are not always reconcilable. In the leading case which went to the House of Lords, Bouch v. Sproule, 12 A.C., p. 405, Lord Bramwell says, "the authorities bearing on the question in this case are, to my mind, very unsatisfactory; I can deduce no principle from them. Cases have been decided differently where the facts were the same, because different words had been used. This, in opinion, can never or very rarely, be right. There seems to have been a confused notion that undivided profits at some time and somehow became capital."

In the case In re Thomas (1916), 2 chy. 331, it is laid down that it is a question of fact turning on the intention of the company. Thus Pickford, L. J., says at p. 343: "It seems to me that the principle was stated correctly by Neville, J., in In re Evans. He says that in Bouch v. Sproule the House of Lords are perfectly clear in saying that you must see that it was the company intended. In my opinion in all these cases it is a question of fact, and the decision must turn upon what was the intention of the company." To the same effect the Master of the Rolls in the same case, pp. 342-3.

Now there is no intention expressed anywhere by the company of converting these profits into capital. But Mr. Tilley says such intention is expressed, or at all events implied, and such conversion became effective by reason of the fact that for fifteen years this accumulated fund was used by the company as capital It seems to the Board that this contention is answered by the reasons for the decision in the case In re Bridgewater Navigation Company (1891) 2 chy. 317. In that case the question arose as to the proper distribution, as between two different classes of shareholders, of three several reserve funds not apart out of profits, and the question turned upon whether or not the funds were income or capital. In his judgment, p. 326, Lindley, L. J., says: "The reserve funds are three in number, namely, £3,500 standing to the credit of the canal and river improvement fund, £10,600 standing is the credit of the insurance fund, and £30,000 standing to the credit of the depreciation of steamers fund. None of these funds are actually set apart from the other assets of the company; they do not exist in the form of moneys carried to separate accounts and separately invested; the property representing them consists of the company's corporeal assets, and is mixed up with and not to be distinguished from other property of the same kind. On the other hand it has been established beyond doubt that all these sums have been deducted from profits which the ordinary shareholders might have divided amongst themselves, but which it was considered judicious not to divide so long as the company was carrying on business. The sums in question are simply the undrawn profits of the ordinary shareholders." At p. 327, he continues: "It remains, however, to be considered whether these undrawn profits have been capitalized or so dealt with that they have become the property of both classes of shareholders instead of the property of the ordinary shareholders only. Carrying undrawn profits to a suspense account or to a reserve account does not necessarily change their character, still less their ownership; they remain the undrawn profits of these persons to whom they belonged, dedicated, no doubt, to certain purposes, and applicable to those purposes, but not otherwise altered in their character of ownership. If the purposes for which such profits are set apart fail, or if the profits are not required for such purposes, they become divisible, not as capital, but as undrawn profits."

He then quotes with approval as follows from Lord Bramwell's judgment

in Bouch v. Sproule: "The truth is as said by the Court of Appeal, that a trader, whether sole or corporate, trades with all the money he has got, let him have got it how he may. A sole trader with a capital of £10,000, who makes in a year a profit of £2,000 and spends £1,000, leaving the other £1,000 in his business, may well in the next year be said to have a capital of £11,000; not so where there is a partnership, whether an ordinary partnership or an incorporated partnership. Then the undivided profits of any period, a year, or shorter or longer time, continue to be undivided profits unless something in the articles of partnership, or some agreement by all the partners, makes them capital. They do not become capital by effluxion of time or by their being used in the trading." This seems a complete answer to Mr. Tilley's contention that by reason of the long existence of this fund accumulated out of profits and its use for trading purposes, it has been converted into capital.

Besides this a large part of the fund had for a long time ceased to be used in trading, and was invested in Dominion War Loan Bonds, and had not even been used as collateral to procure current funds from the company's bankers to carry on the business.

The Respondents further say that if the dividends are to be regarded as income, and if resort may be had to section 11, subsection (2) of "The Assessment Act," to determine the quantum of the assessment, only the amount of their assessable income received during the year ending on the 31st December then last past may be taken into account. Now the Respondents say that the dividends in question were not assessable income for this reason: By force of section 10, subsection (8), such dividends as these had been exempt from assessment as being dividends derived from shares in the stock of a corporation carrying on a manufacturing business, etc. But this was true only up to the 4th June, 1920, since by force of an amendment to that subsection made by 10 and 11, Geo. V., chapter 63, section 4, effective on that date, the exemption was taken away. At the date of the receipt of these dividends therefore they were assessable—22nd December, 1920—and if the assessment for the year 1920 had been made after that date they might have been assessed against the several Respondents. The contention that they were not assessable seems to be based on the assumption that they accrued de die in diem during the year 1920, and as part of them accrued in the earlier part of the year when the exemption prevailed, that part or perhaps all was not assessable. The Board is of opinion that this is not so, and that the dividends are not apportionable. The dividends became income to the recipients only on 22nd December, 1920. Until that date the fund out of which they were paid was an asset of the company, and the Respondents as shareholders had no property interest in it. If the dividends were assessable when paid as above submitted then they may be taken into account, when resort is had under section 11, subsection (2) for the purpose of determining the assessable income for 1921 upon the basis of the income received in the year then last past.

The Board for the foregoing reasons finds that the dividends whose assessability is in question here were income and not capital; that the income of the several Respondents was not a salary or other fixed amount capable of being estimated for the year 1921, and that resort was properly had for its determination to the provisions of section 10, subsection (2), of "The Assessment Act"; that the assessable income of the several Respondents for 1921 was a sum not less than the several amounts returned by them with the amount of the dividend received in each case added thereto; a proper allowance being made for the normal statutory exemption.

The appeal will be allowed in each case, and the several assessments as confirmed by the Court of Revision will be restored. There will be no costs to any of the parties, but each Respondent will pay a fee of $10.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 7th day of February, A.D. 1922.

February 13th, 1922.

Order.

The appeal of the above-named Appellant from the decision or judgment of His Honour the late R. D. Gunn, Judge of the County Court of the County of Carleton, delivered on the 19th day of December, 1921, whereby the said judge allowed the appeal of the said Respondents from a decision of the Court of Revision of the City of Ottawa, confirming an assessment for income of $574,875.00, made upon the assessment rolls of the said corporation, prepared in the year 1921 for the purpose of providing a basis for taxation for the year 1922, and whereby the said judge directed that the said assessment be struck off the assessment roll for Central Ward in the said city, having come on to be heard before this Board, at its Chambers in the City of Toronto, on Monday, the 23rd day of January, 1922, in the presence of Counsel as well for the said Respondents as for the said Appellant, whereupon upon hearing read the said judgment and upon hearing the evidence adduced, and upon reading the exhibits filed upon the said hearing, and the said appeal having been taken into consideration by the Board, and the same having come on this day for decision:

1. The Board doth order and direct that the said judgment of the said County Court Judge be, and the same is hereby vacated.

2. The Board doth further order and direct that the assessment for income of $574,675.00, directed by the said judgment to be struck off from the assessment roll of Central Ward in the City of Ottawa, made in the year 1921 for the purpose of affording a basis for taxation for the year 1922, be restored to the said roll.

3. The Board doth further order and direct that the Respondents do pay a fee of Ten Dollars ($10.00) upon the said hearing, the same to be expended in law stamps to be affixed to this Order, and save as aforesaid, that there be no costs to either party on the said appeal.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 7165.

Between:

The Grand Trunk Railway Co. of Canada,
Appellant,

—and—

The Corporation of the City of Ottawa,
Respondent.

Assessment Appeal.

Jan. 16th. Hearing, pursuant to appointment, 2.30 to 5.30 p.m., at Board's Chambers. Plan of station, as approved by City, to be put in. Argument concluded. Judgment reserved.

Jan. 27th. Hearing continued, pursuant to appointment, 10 to 11.30 a.m., Council Chamber, City Hall, Ottawa. Adjourned to Thursday, Feb. 9th, 1922, at 10.30 a.m., for evidence of experts as to use of station in other places.

Feb. 9th. Hearing continued. 10.30 to 3.30 p.m. Hearing concluded, judgment reserved.

Feb. 22nd. Judgment delivered.

Mar. 2nd. Order, following form of approved draft, issued.

May 22nd. Appeal of City of Ottawa to Appellate Division dismissed with costs. 22 O.W.N., 362.

Opinion of the Board.

This appeal raises a question as to the right of the Appellant Company to claim exemption from municipal taxation in respect of certain areas in its Central Union Passenger Station at Ottawa, used and occupied by the Canadian Express Company and the Dominion Express Company and by the Grand Trunk Railway Company as a restaurant. For the proper understanding of the matter it will be necessary to refer to a series of transactions extending over several years.

By indenture dated the 15th January, 1907, and made between the Crown and the Canada Atlantic Railway Company, after certain recitals, the Crown confirmed the title of the company in certain described parcels of land situated in the City of Ottawa, and in consideration thereof the company undertook to prepare plans of a Central Union Passenger Station, and within six months after approval of the same by the Minister of Railways and Canals of Canada to commence the construction of the said passenger station on one of the said parcels, such passenger station to be of sufficient dimensions to accommodate the passenger business of all the railways then using the station and facilities, and the passenger business of all other railways that might require to use the said station and facilities, and of such design and material as would make the said station, and any buildings in connection therewith, worthy architectural features of the capital of Canada, such station to be completed within two years after the date fixed for commencement. The company further bound itself if necessary from time to time to enlarge the said passenger station, tracks and sidings as might be required for the accommodation of its own traffic and the traffic of any other railway company or companies entitled to use the same.

Next, by chapter 79 of the Ontario Statutes of the year 1907, the City of Ottawa procured authority from the Legislature to enter into an agreement with the Canada Atlantic Railway Company or the Ottawa Terminals Railway Company to grant a fixed assessment of $150,000 for a period of twenty years on a central union passenger station to be constructed according to plans to be approved by the Governor-in-Council and the Council of the City of Ottawa at a cost of not less than $250,000, and the land used in connection therewith for passenger purposes. The Act made further provision for the commencement and completion of the station within specified periods.

In the exercise of the powers conferred by this Act the City of Ottawa entered into an agreement with the Canada Atlantic Railway Company for the construction of a central union passenger station. This agreement which is dated the 16th November, 1907, recites amongst other things the making of the indenture dated 15th January, 1907, above mentioned, and that the plans for the Central Union Passenger Station had been submitted to and approved by the Governor-in-Council, and that the work of constructing the said station had been begun. The company then agreed that it or the Ottawa Terminals Railway Company would in accordance with plans to be approved by the Council of the City of Ottawa, proceed with the work of constructing the said Central Union Passenger Station, and would diligently prosecute the same to completion, and that the said station should cost not less than $250,000. In consideration of the fore-

going the city agreed with the Canada Atlantic Railway Company as follows: "That for and during the period of twenty years next ensuing from and including the year 1909, the total assessed value of the said Central Union Passenger Station and all buildings, superstructures, substructures, fixtures and appurtenances whatsoever thereunto belonging, and the lands used in connection therewith for passenger train terminals and passenger business and purposes incidental thereto, shall be and the said assessment and valuation is hereby fixed and agreed upon at the sum of one hundred and fifty thousand dollars and no more. Provided, however, that any portion of the said Central Union Passenger Station used for any purpose other than railway purposes shall be assessed and rated in the same manner as other similar property in the said City of Ottawa is assessed and rated."

The above agreement dated the 16th November, 1907, was modified in several particulars by a subsequent agreement between the city and company, dated the 27th June, 1908, one of which was by the insertion of a paragraph to the effect that the lands referred to in the earlier agreement as those to be used in connection with the Central Union Passenger Station for passenger train terminal and passenger business and purposes incidental thereto should be the lands bordered in red on the blue print marked "A" attached to and made part of the latter agreement dated 27th June, 1908. The lands to be the subject of the fixed assessment were thus clearly defined.

Plans were prepared and submitted to and approved by the proper persons and authorities as required by the foregoing in part recited documents, and the Central Union Passenger Station has been built, the requirements as to minimum cost having been more than satisfied.

The rights of the Canada Atlantic Railway Company under the foregoing have become lawfully vested in the Grand Trunk Railway Company of Canada or its subsidiary, The Ottawa Terminals Railway Company. The railway station is now used jointly by the Grand Trunk Railway Company and the Canadian Pacific Railway Company.

Each of these companies has associated with it an express company for the handling of its express business—the Grand Trunk Railway Company having the Canadian Express Company, and the Canadian Pacific Railway Company having the Dominion Express Company. The relation of each of these express companies to its parent company is indicated in the opinion of the Chief Commissioner of the Board of Railway Commissioners of Canada when disposing of the application of the express companies operating in Canada for approval of their standard tariffs (Report 1911, p. 243): "In Canada all the capital stock of each of the above companies (the Canadian Express Company and the Dominion Express Company) is held by the parent railway company. For instance every share of the capital stock of the Dominion Express Company is held in trust for the Canadian Pacific Railway Company, that railway company being the actual and beneficial owner of all the assets, franchise and earning power of the Dominion Express Company. Exactly the same position obtains as to the Canadian Express Company" (in respect of the Grand Trunk Railway Company). This being so, the express business carried on by these express companies must be regarded as the express business of the parent or controlling company in each case, carried on through the instrumentality of its agent for convenience. For the purpose of carrying on these express businesses at Ottawa, the Canadian Express Company occupies an office in the passenger station, and for the purpose of handling its express goods business each of the express companies occupies a building situated on the lands within the limits of the property outlined in red on the plan attached to the above agreement dated 16th November, 1907.

The City of Ottawa contends that the above office and the buildings occupied by the express companies respectively are not entitled to exemption, subject to the fixed assessment as aforesaid. The learned County Judge held with the city, and in the closing paragraph of his judgment stated his conclusion, "that the parts occupied by the express companies are properly assessed although within the fixed assessment area because being used for purposes other than railway purposes as the agreement provides."

In this conclusion the Board finds itself unable to agree. Section 138, subsection (2) of "The Railway Act, 1919," declares "Every station of the company shall be erected, operated and maintained with good and sufficient accommodation and facilities for traffic." So section 312 of the same Act obliges the company to furnish at all starting and stopping places established for the purpose adequate and suitable accommodation for the receiving and loading, and for the carrying, unloading and delivering of all traffic offered for carriage upon the railway. By section 2, subsection (33) of the same Act "traffic" is defined to mean "the traffic of passengers, goods and rolling stock." The term "express" is not defined in the Act, though the term "express toll" is defined and defined in such a way as to imply that the term "express" had so well understood a signification that it did not call for formal definition. By section 360 and following sections express tolls and tariffs are differentiated from freight tolls and tariffs. In the Century Dictionary "express" is defined as "an organization of means for safe and speedy transmission of merchandise," and this fits the matter in hand fairly well.

It thus appears that the Grand Trunk Railway Company is under a statutory duty to provide suitable and adequate facilities for traffic in its Central Union Passenger Station as well as those contracted to be furnished under the documents hereinbefore in part recited. Now what are the facilities ordinarily provided at passenger stations of the character contracted to be erected at Ottawa? Evidence bearing on this was given by Mr. Bowker, General Superintendent of the Grand Trunk lines at Toronto, as to the practice of railways in handling traffic both now and at the time the exemption agreement was made. His testimony makes it clear first that express traffic was in 1907 and now is carried by passenger trains—and where a train is made up wholly of express cars it runs on a passenger train schedule, and secondly that express traffic is along with passenger and baggage business handled at passenger terminals. He says, p. 90 of the notes of evidence:

Q.—Was it a common custom to have stations entirely devoted to passenger train purposes?

A.—Oh, yes.

Q.—That was a common custom?

A.—Yes, Sir.

Q.—At these passenger stations what sort of traffic was handled?

A.—Passenger traffic, and baggage and express.

Q.—Express is handled and was at that time (1907) handled in what kind of trains?

A.—Passenger trains.

Again, at p. 91:

Q.—When the agreement was made between the city and the railway company was it the custom at the larger stations and terminals to segregate the freight traffic from the passenger traffic?

A.—It was the custom.

Q.—Was it the custom at such stations to adopt the practice and custom of handling express traffic at the passenger stations?

A.—Yes, Sir.

Q.—Then if you had to deal at that time with the erection of a central union passenger station what details would you consider according to the usual practice would have to be covered by such a station?

A.—Baggage and express and passenger accommodation.

Q.—Baggage and express as well as passenger accommodation?

A.—At large stations like Ottawa it is also the practice to provide mail rooms.

Mr. Bowker at p. 92 speaks of a class of traffic of which there is a large volume at a station like Ottawa, where there is a transfer of express from an incoming train to an outgoing train at the same terminal. In such cases the goods sometimes lie at the station for hours between trains and sometimes over night, when shelter must be provided for them at the station. Speaking of this kind of express traffic, Mr. Bowker says at p. 95: "It is in almost every case handled at passenger stations. I cannot recall one large station in the United States where it is not handled at the passenger station."

Mr. Ross of Ross & McDonald, Architects, was also called. Mr. Ross has had a large experience in designing and superintending the construction of modern passenger railway stations; his firm having prepared the plans for the Ottawa station, and also the plans for the new Toronto terminal station. Prior to preparing these plans Mr. Ross visited all the largest stations in existence in Canada and the United States, and he had access to most of the drawings and designs of the larger terminals. Mr. Ross says, p. 104-105, as the result of his studies and experience, that "In practically every instance, in every terminal studied by us, I think almost without exception, the freight traffic is quite independent of the passenger traffic. . . . In the larger stations which I have referred to, the express facilities formed a part of the passenger station proper in almost every case. . . . From our study of the passenger station problem I cannot conceive of a separation of the express facilities any more than I can conceive of a separation of your baggage facilities or mail facilities or such other essentials as the handling of your traffic in waiting rooms and ticket sales and so forth, and I think it can be readily shown that in all of the larger terminals the express does form a very essential part of the station building."

The sense in which the two railway companies understood the phrase "central union passenger station," and the purposes to which it might be legitimately put, is shown in the agreement between them dated 16th September, 1918. By paragraph 1 what was contracted for was "the right to use for passenger traffic purposes . . . the Central Union Passenger Station premises and tracks leading to and used in connection therewith as shown coloured red, etc." Then in paragraph 14 specific provision is made for the express business of the Canadian Pacific Railway Company and the Dominion Express Company, and its handling, and the provision of suitable space on the joint premises (being the Central Union Passenger Station).

It is to be noted that throughout the above in part recited documents the structures and facilities that were the subject of agreement were referred to in every case as a central union passenger station. Now though it may scarcely be contended that this phrase is a term of art, yet its unvarying use in the documents of the case implies that they expressed a definite concept in the minds of those using it. In view of the foregoing the Board is of the opinion that that concept extended to cover not only the right to use portions of the Central

Union Passenger Station for the express business of the railway companies using the station, but the right to use such portions without forfeiting the right to the exemption conferred by the city's agreement. A reference to one of the blue prints on file marked Exhibits Nos. 9 and 10, approved by the city as a part of the plans, discloses that within the area to which partial exemption was given a space is marked "Baggage and Express Building," showing that it was in contemplation that a portion of the station was to be used for handling express business.

Stress was laid on the fact that though the Canadian Pacific Railway Company was for years operating some of its passenger trains through the passenger station in question, their express business was mainly handled at its Broad Street Station and at offices elsewhere in the city. The answer to that is that all its passenger trains were not being operated at that time through the Central Union Passenger Station, but after an agreement was made and facilities provided at the latter station, all the company's passenger trains were operated through it, the company's Broad Street Station was closed for passenger business and its express business, in accordance with the practice above shown to exist, was practically all handled at the central passenger station. Besides this if express traffic may be handled at this passenger station within the terms of the exemption agreement, as the Board holds it may, the failure of the railway company to exercise its right for a time would not work a permanent forfeiture of its right.

Objection was taken also to exempting a building lately erected within the exempted area for the accommodation of the express business of the Canadian Pacific Railway Company. This, however, is in accordance with the spirit and purpose of the series of agreements which constitute this transaction. In the agreement between the Crown and the Canada Atlantic Railway Company, by paragraph 4 it is provided that the railway company "will if necessary from time to time enlarge the said station, track and sidings as may be required for the accommodation of its own traffic and the traffic of any other railway company or railway companies entitled to use the same." Clearly the intention was to provide by additions for the future growth of business. So conversely where any portions of the station were in excess of the present requirements of the traffic they might be rented, and if rented for purposes other than railway purposes they became assessable under the proviso to paragraph 2 of the exempting agreement.

The phrasing of paragraph 2 of the exempting agreement shows that it was in contemplation of the parties that the scope of the by-law should be broadly interpreted. The subject of the exemption was the Central Union Passenger Station, and all buildings, etc., and the lands used in connection therewith for passenger train terminals and passenger business, and purposes incidental thereto, and the Board has no doubt that in present day railway practice express traffic is incidental to passenger traffic. Neither does the Board think, as was suggested in argument, that the scope of the agreement is, because of the use of these words, wider than the power conferred in the "Enabling Act," 7 Ed. VII., chapter 79. The more specific phraseology of the agreement aims to define and explain rather than to expand the application of the exemption beyond what is permissible under the Act.

It was not seriously contended at the hearing of the appeal that the restaurant at the station owned and operated by the Grand Trunk Railway Company did not come within the scope and protection of the exemption by-law.

In the result the Board allows the appeal of the Grand Trunk Railway

Company, and the following assessments will be ordered to be stricken off the rolls, to wit: Those in St. George's Ward bearing numbers 805, 807, 808 and 925.

There will be no costs to either party, but the City of Ottawa will pay $35.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 22nd day of February, A.D. 1922.

February 22nd, 1922.

Order.

The appeal against the judgment of His Honour the late R. D. Gunn, the Judge of the County Court of the County of Carleton, affirming the decision of the Court of Revision of the City of Ottawa, which dismissed the appeal of the Appellants in regard to certain assessments in St. George's Ward in the said city, made in 1921 for the purposes of municipal taxation in 1922, coming on for hearing before this Board on the 16th and 27th days of January and the 9th day of February, 1922, in the presence of Counsel for the Appellants and for the Respondents, upon reading the notice of appeal and upon hearing the evidence adduced and upon hearing Counsel as well for the Appellants as for the Respondents, and the appeal having stood over for judgment and the same coming on this day for judgment;

1. It is ordered that the appeal of the above-named Appellants be and the same is hereby allowed and that the assessment roll for St. George's Ward in the City of Ottawa, made in the year 1921 as the basis of taxation for the year 1922, be amended by striking out the assessments numbered 805, 807, 808 and 925.

2. And this Board doth further order that the Respondents do pay $35.00 in law stamps on this Order, but otherwise does not see fit to make any further Order as to the costs of this appeal.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7169.

Between:

The Corporation of the City of Ottawa,

Appellant,

—and—

Sir H. K. Egan,

Respondent.

(Assessment Appeal).

Jan. 23rd. Hearing, pursuant to appointment, 10.30 a.m. to 1.30 p.m. Judgment reserved.

Feb. 13th. Judgment delivered. (See P.F. 7151.)

Feb. 21st. Order.

Feb. 21st. Judgment of Board reported, 21 O.W.N., 458.

Mar. 31st. Board's judgment reversed by Appellate Division, 22 O.W.N., 115.

February 13th, 1922.

Order.

The appeal of the above-named Appellant from the decision or judgment of His Honour the late R. D. Gunn, Judge of the County Court of the County

of Carleton, delivered on the 19th day of December, 1921, whereby the said Judge allowed the appeal of the said Respondent from a decision of the Court of Revision of the City of Ottawa, confirming an assessment for income of $574,000.00, made upon the assessment rolls of the said corporation, prepared in the year 1921 for the purpose of providing a basis for taxation for the year 1922, and whereby the said Judge directed that the said assessment be struck off the assessment roll for Victoria Ward in the said city, having come on to be heard before this Board at its Chambers in the City of Toronto, on Monday, the 23rd day of January, 1922, in the presence of Counsel as well for the said Respondent as for the said Appellant, whereupon upon hearing read the said judgment and upon hearing the evidence adduced, and upon reading the exhibits filed upon the said hearing, and the said appeal having been taken into consideration by the Board, and the same having come on this day for decision;

1. The Board doth order and direct that the said judgment of the said County Court Judge be, and the same is hereby vacated.

2. The Board doth further order and direct that the assessment for income of $574,000.00, directed by the said judgment to be struck off from the assessment roll of Victoria Ward in the City of Ottawa, made in the year 1921 for the purpose of affording a basis for taxation for the year 1922, be restored to the said roll.

3. The Board doth further order and direct that the Respondent do pay a fee of Ten Dollars ($10.00) upon the said hearing, the same to be expended in law stamps to be affixed to this Order, and save as aforesaid, that there be no costs to either party on the said appeal.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7170.

Between:

The Corporation of the City of Ottawa,

Appellant,

—and—

Russell Blackburn,

Respondent.

(Assessment Appeal.)

Jan. 23rd. Hearing, pursuant to appointment, 10.30 a.m. to 1.30 p.m. Judgment reserved.

Feb. 13th. Judgment delivered. (See P.F. 7151.)

Feb. 21st. Order.

Feb. 21st. Judgment of Board reported, 21 O.W.N., 458.

Mar. 31st. Board's judgment reversed by Appellate Division, 22 O.W.N., 115.

February 13th, 1922.

Order.

The appeal of the above-named Appellant from the decision or judgment of His Honour the late R. D. Gunn, Judge of the County Court of the County of Carleton, delivered on the 19th day of December, 1921, whereby the said Judge allowed the appeal of the said Respondent from a decision of the Court of Revision of the City of Ottawa, confirming an assessment for income of $161,000.00 made upon the assessment rolls of the said corporation, prepared in the year 1921 for the purpose of providing a basis for taxation for the year

1922, and whereby the said Judge directed that the said assessment be struck off the assessment roll for Victoria Ward in the said city, having come on to be heard before this Board, at its Chambers in the City of Toronto, on Monday, the 23rd day of January, 1922, in the presence of Counsel as well for the said Respondent as for the said Appellant, whereupon upon hearing read the said judgment and upon hearing the evidence adduced, and upon reading the exhibits filed upon the said hearing, and the said appeal having been taken into consideration by the Board, and the same having come on this day for decision;

1. The Board doth order and direct that the said judgment of the said County Court Judge be, and the same is hereby vacated.

2. The Board doth further order and direct that the assessment for income of $161,000.00 directed by the said judgment to be struck off from the assessment roll of Victoria Ward in the City of Ottawa, made in the year 1921 for the purpose of affording a basis for taxation for the year 1922, be restored to the said roll.

3. The Board doth further order and direct that the Respondent do pay a fee of Ten Dollars ($10.00) upon the said hearing, the same to be expended in law stamps to be affixed to this Order, and save as aforesaid, that there be no costs to either party on the said appeal.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7172.

Between:

The Corporation of the City of Ottawa,

Appellant,

—and—

R. L. Blackburn,

Respondent.

(Assessment Appeal.)

Jan. 23rd. Hearing, pursuant to appointment, 10.30 a.m. to 1.30 p.m. Judgment reserved.

Feb. 13th. Judgment delivered. (See P.F. 7151.)

Feb. 21st. Order.

Feb. 21st. Judgment of Board reported, 21 O.W.N., 458.

Mar. 31st. Board's judgment reversed by Appellate Division, 22 O.W.N., 115.

February 13th, 1922.

Order.

The appeal of the above-named Appellant from the decision or judgment of His Honour the late R. D. Gunn, Judge of the County Court of the County of Carleton, delivered on the 19th day of December, 1921, whereby the said Judge allowed the appeal of the said Respondent from a decision of the Court of Revision of the City of Ottawa, confirming an assessment for income of $161,000.00, made upon the assessment rolls of the said corporation, prepared in the year 1921 for the purpose of providing a basis for taxation for the year 1922, and whereby the said Judge directed that the said assessment be struck off the assessment roll for Victoria Ward in the said city, having come on to be heard before this Board, at its Chambers in the City of Toronto, on Monday, the 23rd day of January, 1922, in the presence of Counsel as well for the said Respondent as for the said Appellant, whereupon upon hearing read the said judg-

ment and upon hearing the evidence adduced, and upon reading the exhibits filed upon the said hearing, and the said appeal having been taken into consideration by the Board, and the same having come on this day for decision;

1. The Board doth order and direct that the said judgment of the said County Court Judge be, and the same is hereby, vacated.

2. The Board doth further order and direct that the assessment for income of $161,000.00 directed by the said judgment to be struck off from the assessment roll of Victoria Ward in the City of Ottawa, m ade inthe year 1921 for the purpose of affording a basis for taxation for the year 1922, be restored to the said roll.

3. The Board doth further order and direct that the Respondent do pay a fee of Ten Dollars ($10.00) upon the said hearing, the same to be expended in law stamps to be affixed to this Order, and save as aforesaid, that there be no costs to either party on the said appeal.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7179.

Between:

Canadian Cottons, Ltd.,

Appellant,

—and—

The Corporation of the Township of Cornwall,

Respondent.

(Assessment Appeal.)

Jan. 3rd. Notice of appeal filed.

June 6th. Hearing, pursuant to appointment, 10 a.m. to 5 p.m., Court House, Cornwall. Judgment reserved.

June 26th. Judgment delivered.

Aug. 3rd. Order settled.

Aug. 5th. Order issued.

See 23, O.W.N., 298 (separate action dismissed pending appeal herein to Appellate Division).

Opinion of the Board.

This is an appeal from the judgment of the learned Judge of the County Court of the Counties of Stormont, Dundas and Glengarry, varying the decision of the Court of Revision of the Township of Stormont in an assessment matter. For the year 1921, Canadian Cottons, Limited, were assessed in respect of their building, machinery and power plant south of the Cornwall Canal in the Township of Cornwall as follows:

Lands	Buildings	Business	Total
$2,000	$78,000	$12,500	$92,500

On an appeal to the Court of Revision the assessment was varied as follows:

Lands	Buildings	Business	Total
$200	$78,000	$46,920	$125,120

On an appeal to the learned County Judge the assessment was again varied as follows:

Lands	Buildings	Business	Total
$21,650	$86,600	Nil	$108,250

The subject matter of the assessment is a water power plant of the Appellant situate in the Township of Cornwall which serves to develop power for the operation of the Appellant's mills situate in the Town of Cornwall, a few hundred feet down stream from the power house. Mr. Kelsch, the engineer who designed the power plant, says at p. 133 of his testimony as extended in the notes of evidence: "We excavated a canal from the Cornwall Canal to the river, and located the powerhouse at the river and installed the necessary machinery in it." Mr. Kelsch says that practically all the machinery in the powerhouse is devoted to the production of power for the use of the Appellant's cotton mills.

The site of the powerhouse is a tract of land of some three acres leased by the Dominion Government to the Appellant at a rental of $125 per annum. Under an agreement with the Dominion Government the Appellant is entitled to draw off from the Cornwall Canal the equivalent in cubic feet of water per second of 2,440 horsepower for which the Appellant pays a rental of $4.00 per horsepower per annum, or $9,760.

Two questions of law arising on the appeal were disposed of by the County Judge before considering the question of valuation. The first question is whether in view of the earlier provisions of subsection 17 of section 5 of "The Assessment Act," the machinery of the Appellant in its powerhouse is assessable. So far as relevant subsection 17 declares that the following shall be exempt from taxation: "All fixed machinery used for manufacturing or farming purposes including the foundations on which the same rests," "but," the subsection proceeds, "not fixed machinery used, intended or required for the production or supply of motive power including boilers and engines, gas, electric and other motors." Under this law the County Judge held that the fixed machinery in the powerhouse of the Appellant was assessable, and with this conclusion the Board agrees. The purpose of the powerhouse and the installation of machinery in it were and are the production of motive power to drive the machinery in the Appellant's mills. It is true, as Mr. Stiles states, as reported in the notes of evidence, p. 4, that some of the power generated may be used to light the Appellant's mills, and indeed also the powerhouse, but the quantity of the power generated so used is negligible. No evidence was submitted by the Appellant of the amount of power used for lighting and the unquestioned fact is that the main purpose of the powerhouse and of the machinery installed therein is the production of motive power for the Appellant's mills.

Subsection 17 as above cited contains first a general description of the things excepted from exemption, namely, "fixed machinery used, intended or required for the production or supply of motive power." It seems to the Board that these words are broad enough to include the fixed machinery in the powerhouse in view of the purpose of its installation. It is true that the specific enumeration following the above general description "including boilers and engines, gas, electric and other motors" does not include generators which are the portion of the plant which converts the hydraulic power into electric current. The particular enumeration introduced by the word "including" is not, however, on a fair construction of the subsection, intended to be exhaustive, and the general words of description used are peculiarly applicable to the waterwheels and generators in view of the purpose of their installation.

The second question of law arising is whether or not the Appellant is assessable for business assessment in respect of its powerhouse; this question the County Judge determined in the negative; with this conclusion the Board is with deference unable to agree, and Mr. Stiles, the Counsel for the Appellant, approves of the Board's dissent from the County Judge's disposition of this

question, he being reported as saying at p. 4 of the notes of evidence in reply to the Chairman's query why the manufacturer of electricity should not be charged with a business tax, "I say he should be."

As nearly as the Board could gather, Mr. Stiles' position on this branch of the case may be described thus: Under section 5, subsection 17, of the Act the fixed machinery of the Appellant is exempt from assessment wholly or in great part, and this being so, he willingly concedes the assessment of the Appellant for business because if effect were given to his contention "the assessed value of the land" by reference to which the business assessment is to be computed, has been whittled down almost to the vanishing point. The Board is of the opinion, however, as above stated, that the fixed machinery of the Appellant being "land" under the Act, is properly assessable. The Board furthermore entertains no doubt that the Appellant is properly assessable for business assessment, in view of the plain provisions of section 10, subsection 1, clause (d), which so far as material reads, "subject to the provisions of clause (i) (which has no application here) "every person carrying on the business of a manufacturer (shall be assessed) for a sum equal to sixty per cent. of the assessed value."

The County Judge assigned as a reason for holding the Appellant not liable to business assessment "that the Canadian Cottons, Limited, in operating the powerhouse in the Township of Cornwall for their own use in their cotton mills are not manufacturers of electricity within the meaning of section 10 of "The Assessment Act." From this summary statement the Board can only conjecture that the County Judge distinguishes between the case of a power plant producing electric current to be used for the domestic purposes of the producer and the case of current being produced for sale or uses other than the domestic purposes of the producer. If this is the ground on which the County Judge proceeded, the Board, with deference, is unable to agree with him. The statute does not in the opinion of the Board warrant such a distinction. Paraphrasing section 10 of "The Assessment Act," so far as applicable here, it imposes the business tax on every person occupying or using land for the purpose of carrying on the business of a manufacturer, and nothing turns upon the purpose to which the manufactured product is put.

The Board is of the opinion that the process by which hydraulic power is transformed into electric current is a process of manufacture, and that the foregoing conclusion is warranted on that ground. The Board, however, is of the opinion that this branch of the case should not be dealt with on the assumption of the separation of the power plant from the Appellant's mills. The power plant is not a self-contained, unrelated entity, it was built and exists for the specific purpose of furnishing power to the Appellant's mills. The Appellant company is organized and its mills are equipped for the purpose of producing cotton fabrics for sale. That it produces electric current as a motive power is but an incident or a stage in a long series of operations whose ultimate is the manufacture of a commodity for the market. If the power generating plant were in juxtaposition to the mills—say under the same roof—the essential oneness of the Appellant's assembled appliances would be apparent. It seems to the Board that there can be no doubt as to the liability of the Appellant's auxiliary steam plant to business assessment, it being located in the mill building. Neither, it seems, could there be any doubt that a hydro-electric plant similarly situated should be similarly treated; the consideration that it is in fact situated a few hundred feet distant from the mill can in the judgment of the Board make no difference. Indeed, at p. 11, Mr. Boyd, the Appellant's manager says the powerhouse is part of the mill.

In approaching the question of the actual value of this property the Board finds itself beset by the same difficulties as those which embarrassed the County Judge. He says at p. 3 of his judgment: "Now if I were to follow the evidence of saleable value in connection with this property, I would land absolutely nowhere, if I were limited to guessing at what this property would sell for as junk, as that is what it amounts to cutting it away from its present connection."

The following facts appear to be clearly established: the power plant, including machinery and building, completed last year cost some $500,000; to replace it to-day would cost some $360,000. The scrap value of the machinery if the purchaser were to take it out, would not exceed $75,000. There is also a singular agreement in the testimony of the witnesses on both sides as to the unsuitability of the site upon which the power plant is built, though all agree that the plant is "a modern, up-to-date plant" (p. 52 of notes). For instance at p. 19 of the notes, Mr. Poste, a witness called by the Appellants, says the site is not suitable; to the same effect Mr. Robertson, a witness for the Appellant, at p. 22, and Mr. Macintosh, a witness for the Respondent, at p. 48.

The evidence of the Appellant was mainly directed to show that, owing to this unsuitability of site, and the excessive cost of construction after making all proper allowances, the powerhouse could not produce electric current as cheaply as current was offered for sale by other producers at the site of the Appellant's mills, and that consequently its "actual value" must be depreciated far below its actual cost. For instance, in Exhibit No. 3, Mr. Robertson for the Appellant tabulates a statement which shows a hypothetical revenue for 2,400 H.P. at $23 per H.P. of $55,200, and against this, operating costs including water and land rental of $49,645, leaving a net revenue of $5,555 available for interest on the large capital expenditure, an allowance of course quite inadequate even at the rate of six per cent. Included in the operating costs it should be stated is an item of $12,000 for power purchased as a standby to operate the Appellant's mills during the portions of the year when power at its power plant is not available owing to highwater, the annual unwatering of the canal and other seasonal or accidental causes.

The Board is now of the opinion that this is not the proper mode of approach to determine the actual value of this plant. The power plant was not erected to develop electric current for sale in competition with other local producers or purveyors; it was erected to furnish power to the Appellant's mill and is, as stated by Mr. Boyd, the company's manager, as appears at p. 11 of the notes of evidence, a part of the mill. Being a part of the mill erected for the purpose of supplying power to the mill, the power plant cannot be dissociated from the mill. The success or otherwise of this power installation is to be determined by the results of the entire scheme of production embodied in these mills at this place. As supporting the view here expressed see the judgment of Meredith, C. J. O., in the case re Ontario and Minnesota Power Company and Fort Frances, 35 O.L.R., 459, and particularly the citations on pp. 464-5. For one thing power is only one of many factors entering into the production of cotton fabrics by the Appellant, and conceivably may be a small factor. Again though the cost of power as produced at this plant may now be slightly higher than the price at which it may be bought to-day, what of the price of power ten, twenty or more years hence when demand has overtaken supply? The truth is that there are countervailing advantages to offset any unfavourable disparity between the cost and sale price of power at present in the locality of Cornwall; for instance, as Mr. Henry, a witness for the Appellant, says under examination at p. 35 of the notes:

"Q.—Don't you know some ways in which it is of special value to them (the company)?

"A.—It is a good thing to be independent and to have your own plant."

And for this independence, especially independence of fluctuations of power prices in the future, the Appellant was willing to pay. Notwithstanding the testimony adduced by the Appellant the Board is unwilling to conclude, that a company of its resources, with the best engineering advice obtainable, has sunk so huge a sum of money in a hopelessly unprofitable enterprise. Any loss the Appellant may sustain on power as shown in evidence is a trifling matter measured by the magnitude of its operations, and may be readily absorbed by the profits on its ultimate output. On the evidence, making all allowances for high cost of construction, unsuitability of site, the necessary outlay for standby power to guard against contingencies, the Board thinks there can be no hardship in fixing the actual value of the power plant at $150,000, which is the figure given by Mr. Boyd, the company's manager, at p. 14 of notes, where he is reported as saying "I think a fair valuation of this plant is $150,000." This figure the Board adopts as the assessable value of the buildings and machinery apart from land; the land should be assessed at $2,000, that is the rental capitalized at 6%.

In the result the assessment should be varied as follows:

Land	Buildings	Business	Total
$2,000	$150,000	$91,200	$243,200.00

An Order to the foregoing effect will issue.

There will be no costs to either party, but a fee of $15.00 will be payable by the Appellant in law stamps.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 26th day of June, A.D. 1922.

June 26th, 1922.

ORDER.

Upon the application of Canadian Cottons, Limited, by way of appeal from the judgment of the Judge of the County Court of the United Counties of Stormont, Dundas and Glengarry, fixing the assessment for the year 1921, of a certain power plant property situate in the Township of Cornwall in the County of Stormont, on the south side of the Cornwall Canal, opposite lot number 7 in the first concession of the said Township of Cornwall; upon hearing the evidence adduced by the said company and the said corporation, and after reading the proceedings before the said Judge filed by consent, and after hearing Counsel both for the said company and the said corporation, this Board was pleased to direct that this matter should stand over for judgment, and the same coming on this day for judgment;

1. This Board doth order and adjudge that the said power plant property of the said company is of the actual value of $2,000.00 as to land and $150,000 as to buildings and machinery.

2. And this Board doth further order and adjudge that the said power plant property shall accordingly be assessed for the year 1921 by the said corporation as follows: Land, $2,000.00; buildings, including plant and machinery, $150,000.00; business, $91,200.00; total, $243,200.00.

3. And this Board doth further order and adjudge that there shall be no costs of this appeal either to the said company or to the said corporation but that the said company shall affix a fee of $15.00 in Law Stamps to this Order.

(Sgd.) D. M. McIntyre.
Chairman.

(Seal)

PROCEDURE FILE 7184.

In the Matter of the Petition of R. J. Higgins and others, under section 21 of "The Municipal Act," for annexation to the Town of Brockville of part of the Township of Elizabethtown.

Jan. 6th. Petition, etc., filed.

Jan. 16th. Further petition filed.

Jan. 28th. Hearing, pursuant to appointment, 9.30 to 10 a.m., Court House, Brockville.

Feb. 9th. Report of chairman (under section 9, chapter 186, R.S.O.) filed.

Feb. 9th. Order.

REPORT

I beg leave to report that on the 28th day of January, A.D. 1922, by appointment of the Board, I did attend at the Town of Brockville upon the hearing of this matter. Counsel for the Petitioners and for the Township of Elizabethtown, and for the united counties of Leeds and Grenville attended before me. Satisfactory proof was submitted to me of the adequacy of the petition, and that notice of the hearing of the application had been duly published as directed by the Board. There being no opposition to the granting of the petition, I intimated to those present at the hearing that I would report to the Board favourably to the granting of an order of annexation as prayed, and I do hereby so report accordingly.

I would report that the Order being the customary form as to costs, and that a fee of $15.00 be charged in stamps to be fixed to the Order and paid by the City of Brockville.

(Sgd.) D. M. McINTYRE,
Chairman.

Dated at Toronto, 9th February, 1922.

February 9th, 1922.

ORDER.

Upon the application of the Petitioners, and such application having, on the 26th day of January, A.D. 1922, been heard by the chairman of the Board (authorized under section 9, chapter 136, R.S.O.) in the presence of counsel for the Petitioners, for the Township of Elizabethtown and for the United Counties of Leeds and Grenville, being all the municipalities interested in said matter, and it appearing that notice of this application was duly published once a week for two weeks in the "Recorder and Times", a newspaper published in the Town of Brockville, and that such notice was duly posted up in six conspicuous places in the area to be annexed and at the Court House, Post Office and Town Hall in the Town of Brockville; and it appearing that the Municipal Council of the Town of Brockville has, by resolution, declared that it is expedient that the area described in the petition should be annexed to the Town of Brockville; and it appearing that the majority of the municipal electors in such area have petitioned this Board to add the same to the Town of Brockville; and it further appearing that notice of such resolution and petition has been duly given to the said township and to the said united counties, and the Board having adopted as the basis of its Order, the report of the chairman recommending that the annexation applied for herein be decreed;

It is ordered that the area described in the said petition and resolution, and being lots 1, 2, 3, 7, 9, 11, 13, 15, 19, 22, 24, 26, 27, 29, and that part of lot 31

lying south of the Grand Trunk Railway right-of-way, as shown on Registered Plan No. 17; also that part of lot 16 in the First Concession of Elizabethtown bounded upon the east by the westerly town limit, on the south by the Provincial Highway, on the west by the easterly limit of lot 17, and on the north by the Grand Trunk Railway property; also lots 5 and 6, as shown on registered plan 80; also that part of lot No. 16, known as St. Lawrence Park, bounded on the east by the present limits of the Town of Brockville, on the north by the Provincial Highway, on the west by the centre line of lot 16 and on the south by the River St. Lawrence, and all that part of Victoria Island, in the River St. Lawrence lying west of the line of the westerly town limit produced southerly, be, and the same is forthwith annexed to the municipality of the Town of Brockville.

And it is ordered that the said annexed lands shall form part of the west ward of the said Town of Brockville.

And it is further ordered that, if the municipalities above-named fail to come to an agreement as to the terms and conditions relating to adjustment of assets and liabilities and the amount, if any, to be paid by the Town of Brockville to the other municipalities or either of them, such matter shall be determined by arbitration under the provisions of the statute in that behalf.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7204.

Application by the Township of Etobicoke, under section 6, chapter 81, Ontario Statutes, 1918, for approval of its proposed By-law 1352—setting apart a defined area and providing for the construction of trunk mains and the operation of a system of waterworks in such defined area (No. 1)—($173,442.00).

Jan. 14th. Application and material filed.

Jan. 31st. Hearing, pursuant to appointment, 11 a.m. to 1 p.m., By-law to be amended by inserting after description the words "as a defined area numbered 1"; O'Connor and Eastwood Park Districts to be eliminated. Board suggests that remaining part of proposed area to be subject of a revised scheme to be the subject of a vote. This application not granted. (See reporter's notes.)

Procedure File 7206.

Between:

The Mallorytown Telephone Co., Ltd.,

Applicant.

—and—

The Lansdowne Rural Telephone Co., Ltd.,

Respondent.

(Application under section 78 of "The Ontario Telephone Act, 1918"— for an Order restraining the Respondent from erecting poles upon and along the same highway as that upon which the pole leads of the Applicant are already erected.

Jan. 14th. Application filed.

Jan. 28th. Hearing, pursuant to appointment, 10 a.m. to 12.15 p.m., at the Court House, Brockville. Respondent to have the right to pin space upon Applicant's poles for purpose of serving persons requiring service, at 10 cents per pole, per circuit, per annum. Particulars as to highways to be furnished to Board.

PROCEDURE FILE 7213.

Between:

The Corporation of the City of Ottawa,

Appellant,

—and—

The Estate of Mrs. Jennie G. H. Eddy (Richard B. Bennett and Joseph T. Sheriff, Trustees),

Respondents.

(Assessment Appeal.)

Jan. 18th. Notice of appeal filed.
Feb. 10th. Hearing, pursuant to appointment, 10 a.m., Council Chamber, City Hall, Ottawa. Judgment reserved.
March 14th. Judgment delivered.
March 23rd. Approved draft order filed.
March 23rd. Order issued.

OPINION OF THE BOARD.

Two arguments were addressed to the Board by the city in support of its appeal:

(1) That the moneys received by the late Mrs. Eddy, and whose assessability is in question, were income, not capital, and were therefore assessable as income, and

(2) That even as to moneys received by Mrs. Eddy at the City of Hull, in the Province of Quebec, she was assessable in Ottawa under the provisions of our law as to income tax by reason of the fact that she was a resident of Ottawa during the year 1920 and in 1921, until her death on the 9th August in the latter year.

The relevant facts for the purpose of the Board's conclusion are these. Mrs. Eddy died on the 9th August, 1921. The assessment roll for central ward was returnable on the 13th August under By-law No. 5010. Under date of the 28th February, 1921, Mrs. Eddy made the statutory return of her income to the assessment department of the City of Ottawa in the form approved by the Lieutenant-Governor: Exhibit No. 1. The material part of this return is as follows:

1. Income from profession or calling, etc.	$2,231 67
2. Income from mortgages	5,985 00
3.	
4. Income from stocks, etc.	3,974 00
5. Income from bonds, etc.	20,825 00
Dividends in Cash	180,510 00
	$213,525 67

The return also contained this entry:

"Special dividend declared out of E. B. E.'s surplus on 31st December, 1916, payable in Dominion of Canada War Loan Bonds:

1933 Bonds	$679,550
1937 Bonds	300,000
	$979,550

This sum was ear-marked in the return "not taxable."

Neither the return nor the material before the Board shows where the first-named sum of $213,525.67 was received by Mrs. Eddy, whether in Ottawa

or elsewhere, or whether part in Ottawa and part elsewhere. The larger sum of $979,550 was beyond question received by Mrs. Eddy at the City of Hull, in the Province of Quebec, where it has been ever since its receipt by her on the 28th December, 1920.

The return having been made in February, 1921, and containing such variable items as it does is and is clearly intended to be a statement of the income received by Mrs. Eddy in the year 1920—she no doubt being satisfied that her income for the year 1921 was not "a salary or other fixed amount capable of being estimated for the then current year," and that therefore her income for the purposes of assessment "should be taken to be not less than the amount of her income during the year ending on the 31st December then last past"; that is for the year 1920. See subsection (2) of section 11 of "The Assessment Act."

The assessor placed Mrs. Eddy on the assessment roll for $1,119,075 in respect of income for the year 1922, being the sum of the above two items, less the statutory exemption of $2,000. Upon an appeal to the Court of Revision (Mrs. Eddy being deceased by the date of hearing) that body confirmed the assessment as to amount, but substituted for her name on the roll the names of R. B. Bennett and J. T. Sheriff, executors under her will, as representatives of her estate. Upon an appeal to the County Judge, the amount of the assessment was reduced to $75,000, that being the actual income received by Mrs. Eddy in the year 1921 during the time she lived in Ottawa. (Notes of evidence taken at hearing by County Judge, p. 25 et al.)

It seems to the Board that the action of the learned County Judge in reducing the amount of the assessment as above may be supported on the following grounds. At the hearing of the appeal on the 30th December, 1921, it was competent for him to re-open the whole question of the assessment, so that omissions from or errors in the assessment might be corrected and the accurate amount for which the assessment should be made, and the person or persons who should be assessed therefor, might be placed on the roll, etc." (See "Assessment Act," sections 69 (21) and 82). The whole question of the assessment being open it was the duty of the County Judge to determine the matter in the light of the facts then existing, even though they had supervened since the return of the roll. Now the facts then existing were these. In May Mrs. Eddy bought a house in the City of Hull, in the Province of Quebec; about the 7th June, 1921, she went to live in that house, and from that date she became a resident of Hull, and ceased to be a resident of Ottawa, if she had ever been a resident of the latter city; up to the date of her leaving Ottawa, about the 7th June, 1921, her total income for that part of the calendar year 1921 was $75,000, and so far as appears no one at any time in that year, as her agent or trustee resident in Ottawa, collected or received or was in any way in possession or control of income for or on behalf of her; after her death so far as appears the only persons entitled to represent her or her estate and receive moneys on her behalf, were her executors, Mr. Bennett and Mr. Sheriff, neither of whom resided or had a place of business in Ottawa.

Upon these facts the County Judge was entitled to find that on 30th December, 1921, Mrs. Eddy's total income assessable in Ottawa was, in the words of subsection 2 of section 11 of the Act, "a fixed amount capable of being estimated for the then current year," namely, the sum of $75,000. It was not then necessary for the Judge to resort to the arbitrary provisions of that subsection and adopt a sum "not less than the amount of her income during the year ending on 31st December then last past." The right of the taxing authority to adopt for assessment purposes in a given year a sum not less than the amount of a person's

income received during the year then last past is conditional on the person's income not being" a salary or other fixed amount capable of being estimated for the current year." But at the time the County Judge sat to hear the appeal on the 30th December, 1921, the actual income received by Mrs. Eddy from the 1st January, 1921, until she finally left Ottawa in June of that year had been rendered certain and had become a "fixed amount capable of being estimated for the then current year." The two large sums of money—$213,525.67 and $979,550—were received in 1920, and in view of the foregoing observations do not come within the drag net of the assessor making his assessment for the year 1922.

The appeal will be dismissed and the assessment confirmed at $75,000, but without costs to either party. There will be a fee of $15.00 payable in law stamps by the Appellant on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 14th day of March, A.D. 1922.

March 14th, 1922.

ORDER.

Upon the application of the above-named Appellant, by way of appeal and by the above-named Respondents by way of cross-appeal from the judgment of His Honour, the late Ranald David Gunn, Judge of the County Court of the County of Carleton, pronounced on the 4th day of January, A.D. 1922, in an appeal by the above-named Respondents from a judgment or decision of the Court of Revision of the City of Ottawa rendered on the 12th day of October, A.D. 1921, upon reading the exhibits filed, and upon hearing the evidence adduced and what was alleged by counsel for both parties,

It is ordered that the judgment of the said County Judge be, and the same is hereby affirmed and that the said appeal and cross-appeal be and the same are hereby respectively dismissed.

And this Board does not see fit to make any Order as to costs, save that the Appellant shall pay the sum of Fifteen Dollars ($15.00) in stamps on this Order.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7217. (P. 309).

In the Matter of the Petition of Gust. Beerwert and others, under section 18 (1) of "The Municipal Act," for annexation to the Municipality of Atwood of the unorganized part of the Wild Land and Indian Reserves, including sections 1 to 15 (both inclusive), the Lighthouse Reserve and a parcel patented to Michael Morriseau and the whole of the Township of Spohn (38064.7 acres more or less.)

Jan. 21st. Petition and other material filed.

April 5th. Hearing, pursuant to appointment, 4 p.m., Town Hall, Rainy River.

April 13th. Report of chairman (under section 9, chapter 186, R.S.O.) filed.

April 18th. Report adopted and withdrawal of application allowed.

REPORT.

I beg leave to report as follows on the above application.

The application was made by the organized Township of Atwood for the annexation of certain lands adjoining it. The application is made by the Township of Atwood moved thereto by a petition from a considerable number of residents and landowners in the district which it was proposed to annex.

I attended upon the return of the appointment of the Town of Rainy River, in the Town Hall, on Wednesday, 5th April instant, at 4 p.m. (or shortly after, the train upon which I was travelling being late).

Upon opening the matter before those who attended on behalf of the Township of Atwood, including the Reeve of that township, it appeared that a numerously signed petition of residents and landowners of the Township of Atwood addressed to the Board had been filed with the Clerk of the Township of Atwood, objecting to the proposed annexation. Upon such latter petition being filed with the Clerk of the Township of Atwood, the council of the Township of Atwood at a meeting held on the evening of Tuesday, the 4th April instant, rescinded their former resolution approving of the annexation, and declared that it was the desire of such council to withdraw the application.

Upon this matter being made to appear I intimated to those present that I would recommend to the Board that no further action be taken, and that the Board acquiesce in the council withdrawing its application herein.

(Sgd.) D. M. McINTYRE,
Chairman.

Dated at Toronto, the 13th day of April, 1922.

PROCEDURE FILE 7221.

In the Matter of the Application of the City of Brantford, under subsections (11) and (12) of section 94 of "The Public Health Act," as enacted by section 10, chapter 41, Ontario Statutes, 1918, for an Order prescribing the manner in which the construction of a main trunk sewer on Mohawk Street, and a sewerage system for the Bellview and Parkdale subdivisions of the said city (both of which extend into the Township of Brantford) may be carried on.

Jan. 23rd. Application filed.

Feb. 2nd. Hearing, pursuant to appointment, 2.45 to 3 p.m. Application granted. Applicant's solicitor to draft Order and have same approved by the township.

June 7th. Approved draft Order filed.

June 7th. Order issued.

February 2nd, 1922.

ORDER.

Upon the application of the Corporation of the City of Brantford under the provisions of the Public Health Act, R.S.O., Chapter 218, section 94, subsection 11, for an order prescribing the manner in which the following works may be carried on, namely:

(a) The construction of a main trunk sanitary sewer on the Mohawk Road from the intersection therewith of Cayuga Street to the intersection therewith of Fifth Avenue in the City of Brantford of a diameter of 36 inches; thence continuing easterly along the Mohawk Road to a point approximately 150 feet northerly from the northerly boundary of the Mohawk churchyard; and thence across certain lands under the jurisdiction of the Department of Indian Affairs

of Canada in a direction parallel to the northerly boundary of said Mohawk Churchyard to the Grand River of a diameter of 42 inches. The latter portion of the described work being in the Township of Brantford.

(b) The construction of a sewerage system for the subdivisions of Bellview, Parkdale and Hyde Park in the City of Brantford, a portion of such sewerage system extending along Fifth Avenue which at this point forms the boundary between the Township of Brantford, and the City of Brantford, and upon hearing counsel for the Corporation of the City of Brantford, and a representative on its behalf, and the representative who appeared on behalf of the Provincial Board of Health, no one appearing for the Department of Indian Affairs or for the Township of Brantford, although duly notified of this application, and it appearing that the Provincial Board of Health has approved of the construction of said works, and the plans therefor, and the Department of Indian Affairs has signified its assent to the construction of the first named works upon the lands under its control.

The Board orders that the Corporation of the City of Brantford be at liberty to proceed with the works herein referred to, and in the construction thereof that the said Corporation be at liberty to close for a period not exceeding 10 days a portion of the Mohawk Road approximately 500 feet in length in front of the Mohawk Church, and for another period not exceeding 10 days a portion of the Mohawk Road, approximately 500 feet in length commencing at a point where this road is crossed by the Mohawk Creek, and extending westerly along Mohawk Road, upon providing such alternative facilities for travel upon these portions of said road, if any, as will be satisfactory to the engineer of the Township of Brantford.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7234.

Between:

The Corporation of the City of Toronto,

Appellants,

—and—

The G. T. Fulford Co., Ltd.,

Respondents.

(Assessment Appeal.)

Jan. 27th. Notice of Appeal filed.
Jan. 27th. Notice of Counter Appeal filed.
Feb. 13th. Hearing, pursuant to appointment, 10.30 a.m. to 12.15 p.m. Hearing concluded. Judgment reserved.
Feb. 18th. Judgment delivered.
March 2nd. Approved draft Order filed.
March 2nd. Order issued.

Opinion of the Board.

The Board is of the opinion that the learned County Judge has properly disposed of the several matters raised on the appeal to him.

1. As to the item, $51,040.03: This represents interest accrued on debentures held for the special reserve fund maintained pursuant to the Order of the Supreme Court for Ontario dated 24th November, 1905. This fund was directed by the Court to be accumulated out of profits as a measure of prudence, and to steady the business and fortify the management the better to meet varying

conditions of trade. This being so the fund is an integral part of the company's assets for trade purposes, and its increase is a part of the profits of the business. Such a fund is designated by Lindley, L. J., in *re* Bridge Water Navigation Company (1891) 2 Chy. at p. 326-7 as "undrawn profits. . . . If the purposes for which such profits are set apart fail, or if the profits are not required for such purposes they become divisible . . . . as undrawn profits." If the principal of the fund is and remains "undrawn profits" of the business it seems to the Board that its increase in the way of interest is also profits derived from the business. In this view the income from the fund is exempt from assessment under section 10, subsection (8) of "The Assessment Act;"

2. As to the item, $860.51, interest on bank deposits, it was not seriously contended at the hearing that this was not income derived from the business, and therefore exempt from assessment;

3. As to the item, $18,360.00: This item is made up of three several sums derived as follows:

(a) $4,385.00 received from the Dr. Williams Medicine Company of Australasia during the year 1920 on account of accumulated earnings. The above company is an Australian corporation, all the shares in which are held by the Fulford Company, and this sum was not paid over to the Fulford Company in the form of a dividend, but as surplus earnings;

(b) $6,975.00, being dividends paid to the Fulford Company during the year 1920 by the Dr. Williams Medicine Company (Africa) Limited. This company is incorporated under an Ontario Charter, and was licensed to do business in Africa, and all its shares are held by the Fulford Company;

(c) $7,000, being a dividend paid to the Fulford Company during the year 1920 on 700 shares of the capital stock of the W. T. Hanson Company of Schenectady, New York, held by the former company. The Hanson Company is an American incorporation.

It seems to the Board that whether these moneys were paid over to the Fulford Company as dividends or as surplus earnings by these three companies, and whether the Fulford Company owned all or a part only of the shares in these subsidiary companies, the moneys were earned by the latter companies, or not by the Fulford Company, which had no ownership in these moneys until the surplus was ascertained and paid over in the case of the Australian Company, and the dividends declared and paid over by the two other companies. This arises from the essential distinction in law between an incorporated company and its individual shareholders. The moneys comprised in this item are in the opinion of the Board assessable as not derived from the G. T. Fulford Company's business;

4. As to the item, $2,927.15: This is made up of two several sums derived as follows:

(a) $346.75 interest on certain Australian and New Zealand Government interest bearing securities which had been purchased under the requirements of certain legislation of those two Dominions. These investments were made, the Board understands, under compulsion of law, and as a condition precedent to the Australasian Company legally trading in Australia and New Zealand. This being so, the interest on this investment is not derived from the Fulford Company's business, but from an asset of the foreign company, and is in the opinion of the Board assessable;

(b) $2,584.40, being interest on special deposit with The Toronto General Trusts Corporation for the purpose of meeting certain taxation against the Fulford Company. This, it seems to the Board, is clearly a fund derived from

the business of the Fulford Company, is being held for its sole purposes, and is not assessable.

In the result the adjudication of the learned County Court Judge is confirmed, and both appeal and cross-appeal dismissed.

There will be no costs to either party, but the Appellant, the City of Toronto, should pay $10.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 18th day of February, A.D. 1922.

February 18th, 1922.

ORDER.

Upon motion made to this Board on the 15th day of February, 1922, by counsel on behalf of the Appellant, and upon motion made to this Board concurrently therewith by counsel for the Respondent, both by way of appeal from the judgment of His Honour, Judge Denton, pronounced on the 20th day of December, 1921, whereby he deducted from the assessment for income of the Respondent as shown upon the assessment roll for the year 1922, the sum of $51,040.03, which represents interest accrued on debentures held for the special reserve of the respondent maintained pursuant to an Order of the Supreme Court of Ontario dated the 24th day of November, 1905, and the further sum of $860.51, being interest on bank deposits of the respondent, and the further sum of $2,584.40, being interest on a special deposit of the Respondent with The Toronto General Trusts Corporation for the purpose of meeting certain taxation against the Respondent, and whereby he confirmed the assessment for income of the Respondent in the several sums of $18,360.00 and $346.00, being respectively earnings and dividends received by the Respondent in the year 1920 from the Dr. Williams Medicine Company of Australasia, The Dr. Williams Medicine Company (Africa) Limited, and The W. T. Hanson Company, and interest on certain Australian and New Zealand Government interest-bearing securities which had been purchased under the requirements of certain legislation of these two governments, making a total assessment for income of $18,706.00, and whereby he altered and amended the assessment roll accordingly, and upon hearing read the said judgment and the entries in the said roll and the proceedings in this matter and the evidence adduced and upon hearing counsel aforesaid, this Board was pleased to direct that this matter should stand over and the same coming on this day for judgment:

This Board doth order that the appeal of the Appellant and the cross-appeal of the Respondent be and they are hereby dismissed and that the entries in the assessment roll in question in this matter as altered and amended by His Honour, Judge Denton, be and the same are hereby confirmed.

This Board doth further order that there be no costs to either party of these appeals, but that the appellant The Corporation of the City of Toronto should pay $10.00 in law stamps on this Order.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7235.

Between:

Thos. G. Watson, Tax Commissioner for Canadian National Railways,
Appellant,

—and—

The Corporation of the City of Toronto,
Respondent.

(Assessment Appeal.)

Jan. 27th. Notice of appeal filed.

March 14th. Hearing, pursuant to appointment, 11 to 11.50 a.m., at Board's Chambers. Hearing concluded. Judgment reserved.

March 17th. Judgment delivered.

March 24th. Approved draft Order filed.

March 25th. Order issued.

Appeal to Appellate Division (by company) dismissed with costs. (See "Globe," July 1st, 1922), 22, O.W.N., 588.

OPINION OF THE BOARD.

This Appeal raises the question of the liability of the Appellant to business assessment in respect of three several parcels of realty. These parcels comprise two rented properties, one used as a ticket office and the other for executive offices; the third property is owned by the Appellant and is used as freight sheds and car barns.

The Assessment Act provides two distinct codes for the assessment of steam railways and electric railways, respectively; that for steam railways is to be found in section 47, and that for electric railways in section 44. Before the amendment to section 44 made by the Ontario Statutes of 1919 there were substantial differences between these two codes. The difference material for the disposal of this appeal is the following: the structures, substructures, etc., of a steam railway upon railway lands were exempt from assessment, but this exemption did not extend to such structures as stations, freight sheds, offices, etc., which were assessable; in the case of electric railways all structures, substructures, etc., on railway lands were without exception assessable under the generic designation of land as defined in the Act.

Such being the state of the law as to these matters in 1919 an amendment was made to section 44 in that year, which deals with the assessment of electric railways, by which the structures, substructures, etc., of an electric railway were declared to be "liable to assessment and taxation in the same manner and to the same extent as those of a steam railway are under the provisions of section 47 and not otherwise." Obviously one consequence of this amendment is that structures, substructures, etc., of an electric railway, formerly assessable, are now exempt, except of course the structures excepted in section 47, subsection (3) of "The Assessment Act"—stations, freight sheds, offices, warehouses, elevators, hotels, round houses, and machine, repair and other shops—which continued to be assessable. Now the properties in question here—ticket office, administration offices, freight shed and car barns—fall within the above enumerated exceptions and are assessable as land notwithstanding the amendment of 1919.

By force of paragraph (k) of subsection (1) section 10 of the Act, a company occupying or using land for the purpose of carrying on the business of an electric railway shall, irrespective of any assessment of land under the Act, be assessed for a sum to be called "business assessment" to be computed by reference to the

assessed value of land so occupied or used by it. There is no similar provision in respect of steam railway companies, so that they are exempt from business assessment. Now the Appellant contends that when the amendment of 1919 enacts that the structures, substructures, etc., of an electric railway, "shall be liable to assessment and taxation in the same manner and to the same extent as those of a steam railway, etc.," this means that as a steam railway company is not assessable for business assessment, the Appellant, being an electric railway company, is likewise not assessable for business assessment to be computed by reference to the assessed value of the ticket office, administration offices, freight sheds and car barns in question here. The Appellant has overlooked the fact that the business assessment is not an assessment of land, and is consequently not an assessment of these last-named properties, and does not constitute a charge upon them (see section 10, subsection (10) of "The Assessment Act"). True, this assessed value forms the basis for computing the assessment pro tanto of the company for business assessment, but the business assessment is a purely personal charge against the company.

It clearly appears from this that the imposition of business assessment upon the Appellant company computed by reference to the assessed value of these properties, is not in breach of the restrictive words used in the amendment of 1919, as that enactment deals only with the assessment of realty of the company, and not at all with the assessment of the company for business tax, which does not touch the realty but is a purely personal tax.

The appeal will be dismissed, but without costs. There will be a fee of $10.00 on the Order payable in law stamps by the Appellant.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 17th day of March, 1922.

March 17th, 1922.

ORDER.

The Appeal of the said Appellant from the decision of the judge of the County Court of the County of York allowing the appeal of the said Respondent from the decision of the Court of Revision for the City of Toronto cancelling certain business assessments in ward 7, division 1, made in the year 1921, on which taxes for the year 1922 will be levied, and numbered 235080 and 235135; and, on consent of the parties hereto, the appeal of the said Appellant from the decision of the Court of Revision for the City of Toronto reducing the amount of a certain business assessment in ward 7, division 1, made in the year 1921, on which taxes for the year 1922 will be levied and numbered 236648, on the ground that the said appellant is exempted from business assessment by virtue of section 44 of "The Assessment Act," as amended by Statutes of Ontario, 1919, chapter 50, section 12, having come on to be heard before this Board at a sittings holden at Toronto on the 14th day of March, 1922, in presence of counsel for the Appellant and counsel for the Respondent. Upon hearing the evidence adduced and what was alleged by counsel aforesaid, and judgment having been reserved until this day,

1. It is ordered that the said appeals be, and the same are hereby dismissed, and that the said assessments numbered 235080 and 235135 and assessment number 236648 (as revised by the Court of Revision) be, and the same are hereby confirmed.

2. And it is further ordered that the Appellant do forthwith pay $10.00 in law stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 7236.

Between:

The Grand Trunk Railway Company of Canada,

Appellant,

—and—

The Corporation of the City of Toronto,

Respondent.

(Assessment Appeal.)

Jan. 27th. Notice of appeal filed.

Feb. 15th. Hearing, pursuant to appointment and adjournment, at Board's Chambers, 11 a.m. to 12.15 p.m. Hearing concluded. Judgment reserved.

Feb. 28th. Judgment delivered.

March 14th. Approved draft Order filed.

March 14th. Order issued.

OPINION OF THE BOARD.

The substantial ground of appeal taken in this case at the hearing was that under sections 47 and 48 of "The Assessment Act," the company's assessment having been made in the year 1920 as the basis of taxation in 1921, the assessment should not be increased for the following four years. As a fact, the city has assessed the five parcels whose assessment is the subject of this appeal in the year 1921 for the year 1922, and at a much higher figure than in the year 1920. No evidence as to value was given although over valuation was alleged in the notice of appeal. The sole question to be determined is whether the city may reopen the assessment of these parcels during the currency of the quinquennial period beginning 1st January, 1921.

The parcels in question are owned by the Appellants, but not being immediately required for the purposes of the railway have been leased at a rental to certain tenants. The lease in each case is for five years and is now current and contains a provision for defeasance and re-entry by the lessor on giving one month's prior notice to the lessee.

Sections 47 and 48 of "The Assessment Act" provide a code of procedure for the assessment of steam railway companies, the initial requirement of which is that every company shall make to the clerk of each municipality in which any part of the roadway or other real property of the company is situate, a statement showing as required by subsection (1) of section 47 under four categories the lands of the company. These categories are set out in paragraphs (a), (b), (c) and (d) of subsection (1) of section 47. Admittedly the lands in question cannot fall into categories set out as paragraphs (a), (c) and (d), but only, if at all, into category set out as paragraph (b). Paragraph (b) reads:

"(b) The vacant land not in actual use by the company and the value thereof."

Can the parcels whose assessment is in question on this appeal be properly described as vacant land not in actual use by the company? They are not in actual use by the company it is clear, but are they vacant land? There is no definition in the Act of the word "vacant," so the interpreter of the legislation must take the words used in their ordinary meaning. "Vacant" is defined in the Century Dictionary as "not occupied or filled with an incumbent or tenant; unoccupied."

In other sections of the Act in which the word "vacant" occurs, this is the

meaning which it undoubtedly bears, as in section 22, subsection (1), paragraph (f); also in section 118, subsection (1). The word "unoccupied" is frequently used in the Act and then in the sense of vacant; as in section 37, subsections (2) and (5).

All the parcels in question here are occupied by tenants, and in the case of each there is a building which is occupied and assessed.

Thus new estates in these parcels coupled with possession have been brought into being and these occupants are themselves assessable (section 37, subsection (3) of "The Assessment Act"), and cannot claim the benefit of the provisions of sections 47 and 48, which are applicable exclusively to steam railway companies.

Clearly the land is not vacant in the above sense, nor is it unoccupied. If not vacant land, this land does not fall within any of the categories of railway land enumerated in section 47, and the code provided for assessing railway land does not apply.

If these parcels are not assessed or assessable under section 47 as vacant land of the Railway Company, and the Board holds that to be so, then section 48 does not apply to fix without variation the amounts at which they are assessable during the quinquennial period. In that event the general provisions of "The Assessment Act" will apply. All real property is liable to taxation (section 5): the assessor shall make up his assessment roll in each year, (sections 50 and 56); the land shall be assessed at its actual value (Section 40) against the owner and occupant, (section 37).

The appeal will be dismissed and the assessment confirmed.

There will be no costs to either party, but the Appellant will pay $10.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 28th day of February, A.D. 1922.

February 28th, 1922.

Order.

The appeal of the said Appellants from the decision of the judge of the County Court of the County of York dismissing an appeal of said Appellants from the decision of the Court of Revision for the City of Toronto confirming certain assessments in ward 2, Division 5, made in the year 1921 on which taxes for the year 1922 will be levied, and numbered 53838, 53840, 53843, 53845 and 53853 respecting certain lands on Merton Street in the City of Toronto owned by the Appellants and occupied by certain tenants of the Appellants, on the ground that the said lands have been over-charged and valued too highly and that under sections 47 and 48 of The Assessment Act, the amount of the assessment of said lands should not be increased for five years following the assessment made in 1920, having come on to be heard before the Board at a sittings held at Toronto on the 15th day of February, 1922, in presence of counsel for the Appellants and Respondents. Upon hearing the evidence adduced and what was alleged by counsel aforesaid and judgment having been reserved until this day.

1. It is ordered that the said appeal be dismissed and the said assessments confirmed.

2 And it is further ordered that the Appellants do forthwith pay $10.00 in law stamps, on this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

PROCEDURE FILE 7244.

Application by The Lake Huron & Northern Ontario Railway Company, under section 41 of "The Ontario Railway Act," for approval of its By-law No. D, authorizing the creation and issue of 60,000 preference shares of capital stock in the company of the aggregate value of $6,000,000.00.

Feb. 3rd. Application and material filed.

March. 18th. New application filed.

April 13th. Hearing, pursuant to appointment, 11 to 11.25 a.m., at the Board's Chambers. Application granted. Applicant's solicitor to draft Order.

April 19th. Order issued.

April 13th, 1922.

ORDER.

Upon the application of The Lake Huron and Northern Ontario Railway Company, upon reading the Petition of the said company, filed, the affidavit of John M. MacCaul attached thereto and exhibits referred to therein, filed, and upon hearing counsel for the said company, no one appearing in opposition to the application although notice thereof was duly published as required by this honourable Board, as appears by the affidavit of Henry Appleton, filed.

The Board orders and declares, under and in pursuance of the provisions of subsection 4 of section 41 of "The Ontario Railway Act," that the said By-law No. "D" of The Lake Huron and Northern Ontario Railway Company be, and the same is hereby approved.

(Sgd.) D. M. McINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 7249.

Application by the Township of Etobicoke, under section 6, chapter 81, Ontario Statutes, 1918, for approval of its proposed By-law No. 1354, for designation of a definite area for construction, and extension of waterworks mains from westerly limits of Town of Mimico, on Main Street west, &c.—(Area No. 2) ($4,595.00.)

Feb. 4th. Application and material filed.

Feb. 20th. Hearing, pursuant to appointment, 11 to 11.55 a.m. Application granted. Applicant's solicitor to draft Order.

Feb. 22nd. Order issued in form of draft filed.

February 20th, 1922.

ORDER.

Upon the application of the said corporation, and upon reading the Notice of Application, the declarations of Stephen Barratt and H. L. Steele, filed, as to the posting and publication thereof, a copy of the said By-law and other material filed, and upon hearing counsel for the Applicant, and no one appearing to oppose the application.

The Board orders and certifies, under and in pursuance of the provisions of the said Act, being chapter 81 of the statutes of Ontario, 8 Geo. V., being a special Act in reference to the Townships of Scarboro and Etobicoke, that the said By-law No. 1334, intituled "By-law No. 1334. A By-law of the municipality of the Township of Etobicoke to set aside and designate a definite section or area, in the Township of Etobicoke, to construct and extend a system of water mains from the westerly limits of the Town of Mimico, on Main Street

from St. George Street to a point 590 feet west, on Dearborn Avenue from Main Street to Cherry Street, and on Garden Avenue from Dearborn Avenue to a point 250 feet west, for the benefit of such defined area, and to provide for the expenditure of the sum of $4,595.00 in the construction thereof and to authorize the issue of debentures of the Township of Etobicoke to the amount of $4,595.00, for the purpose of raising the said sum," be and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7254.

Application by the City of Toronto, under section 7 of "The Local Improvement Act," for approval of proposed extension of Dundas Street, West, easterly and south-easterly, at a width of 66 feet, to connect with Dundas Street, East, at a point a short distance to the east of Victoria Street, in the City of Toronto.

Feb. 7th. Application filed.

Feb. 23rd. Hearing, pursuant to appointment, 11 a.m. to 12.15 p.m., at Board's Chambers. City's application granted. Applicant's solicitor to draft Order.

March 2nd. Order, following form of approved draft, issued.

Order.

The said application of the City of Toronto, for the approval of the said work, namely, the extension of Dundas Street, West, easterly and south-easterly to connect with Dundas Street, East, at a point a short distance to the east of Victoria Street as shown on a plan annexed to the petition for said work as a local improvement under the provisions of "The Local Improvement Act" at an estimated cost of $460,000.00, fifty per cent. of the cost to be borne by said corporation and the remaining 50 per cent. to be assessed upon the lots fronting or abutting upon the following streets, namely.

Section 1.

Yonge Street, both sides, from the south limit of Albert Street produced thence northerly to a point 38 feet, 8 inches north of the north limit of Elm Street.

Section 2.

Dundas Street West, both sides, from Yonge Street to University Avenue.
Dundas Street East, both sides from Yonge Street to Bond Street.

Section 3.

Victoria Street, both sides, from a point 314 feet south of the south limit of Gould Street, thence southerly 657 feet 4 inches, having come on to be heard this day before the Board in presence of counsel for the said Ella F. Reynolds and Maria L. Moore. Upon hearing the evidence adduced and what was alleged by counsel aforesaid,

It is ordered that the said work be, and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7268.

In the Matter of the Petition of Asa R. Minard, and others, under section 21 of "The Municipal Act," for annexation to the Town of Riverside of part of the Township of Sandwich East (part of the East Marsh Drain).

Feb. 13th. Application, petition and copy of resolution of Town of Riverside filed.

April 11th. Hearing, pursuant to appointment, 11 a.m. to 12 m., Council Chamber, City Hall, Windsor. Application granted. Order to be drafted by solicitor for applicant and submitted to township clerk for approval.

April 13th. Report of chairman filed.

May 2nd. Order.

TO THE ONTARIO AND MUNICIPAL BOARD:

I beg leave to report to the Board that on Tuesday, the 10th April, 1922, at the hour of eleven o'clock in the forenoon, I did attend at the City Council Chamber, in the City Hall, Windsor, for the purpose of hearing the above annexation.

Satisfactory proof was submitted to me as to the sufficiency of the petition, as to the resolution of expediency by the Town of Riverside, and as to the notice of the hearing, both by publication and by personal service.

No one appeared in opposition to the application, and indeed it was made to appear that the Township of Sandwich East from which the district to be annexed is being severed, is a consenting party to the annexation of such district to the Town of Riverside.

I therefore report to the Board that I recommend that an Order shall issue annexing the district in question to the Town of Riverside; such annexation to be effective from a date to be named in the formal order.

(Sgd.) D. M. McINTYRE,
Chairman.

Dated at Toronto, the 13th day of April, 1922.

April 11th, 1922.

ORDER.

Upon the application of Asa S. Minard, and others, for an Order annexing part of the said township to the Town of Riverside, and the chairman of the Board having been authorized by the Board to report to the Board upon the said application, and the chairman of the Board having attended, pursuant to appointment, at the City Hall, in the City of Windsor on Tuesday, the 11th day of April, A.D. 1922, at the hour of eleven o'clock in the forenoon, and upon reading the petition filed, signed by the majority of the municipal electors in the portion of the said township sought to be annexed, and upon reading the resolution of the council of the Town of Riverside declaring the expediency of the said annexation, and upon reading the other material filed, and upon hearing the solicitor for the Petitioners and the solicitor for the Town of Riverside herein, and no one having appeared in opposition to the application, the chairman of the Board did report to the Board that the said application should be granted, and the said report of the chairman of the Board having been adopted by the Board as the basis of the Board's Order herein:

1. The Board doth order and proclaim that all and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Sandwich East in the County of Essex, and the Province of Ontario, and being composed of parts of farm lots one hundred and thirty-six (136) to one hundred

and forty-nine (149), inclusive, in the First Concession of the said township, and further described as follows:

"Commencing at the intersection of the limit between farm lots number one hundred and forty-nine and one hundred and fifty (149 and 150) and the easterly production of the centre line of the Little River Road; thence southerly and along the limit between farm lots one hundred and forty-nine and one hundred and fifty (149 and 150) to the north bank of the East Marsh Tap Drain; thence westerly and along the north bank of the East Marsh Tap Drain to the intersection of the said north bank of the East Marsh Drain and the easterly production of the centre line of the Little River Road; thence easterly and along the easterly production of the centre line of the Little River Road to the place of beginning," be annexed to and form part of the municipality of the Town of Riverside and shall be part of and included in ward three (3) of the said town.

2. And the Board doth further order and proclaim that the said annexation shall take effect on the First day of May, A.D. 1922.

3. The Board doth further order and adjudge that the question of re-arrangement of the amount payable by the Township of Sandwich East under the Consolidated Border Utilities Act is a matter which may be settled upon consideration and adjustment of accounts between the Township of Sandwich East and the Town of Riverside resulting from the said annexation.

4. And the Board doth further order and adjudge that the adjustment of assets and liabilities shall be made by the Township of Sandwich East and the Town of Riverside as of the 1st day of May, A.D. 1922, and if the council for the Town of Riverside and the council for Sandwich East are unable to agree as to the assets and liabilities, that there shall be an adjustment of the same as provided by "The Municipal Act."

5. And the Board orders that the taxes for the year 1922, upon the area annexed, shall be collected by the Town of Riverside, and that one-third thereof shall be paid over to the Township of Sandwich East.

6. And the Board orders that the corporation of the Township of Sandwich East shall forthwith prepare and furnish to the corporation of the Town of Riverside a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the 31st day of December, A.D. 1921, and the persons assessed therefor.

7. That the corporation of the Town of Riverside shall have the right to collect all said arrears of taxes according to said special roll, including the right to distrain for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears, as fully as if the said taxes had been assessed and levied by such corporation, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom, the proper costs and expenses in connection with the collection of same, shall be repaid by the Corporation of the Town of Riverside to the said corporation of the Township of Sandwich East within six months from the date of collection, provided that the said corporation of the Town of Riverside shall proceed to collect the said arrears of taxes shown on said special roll, in the same way as if it had assessed and levied the same, but shall not be responsible to the corporation of the Township of Sandwich East for any of such arrears of taxes which it may be unable to collect.

8. That the corporation of the Township of Sandwich East shall indemnify and save harmless the corporation of the Town of Riverside from all loss, costs, charges and expenses arising from any act or omission of the Township of Sandwich East or their officials or servants in connection with the said special roll.

9. That a special assessment of the lands above described on which the taxes for 1922 shall be levied, may be made by the corporation of the Town of Riverside forthwith after this Order becomes effective and thereafter the said lands may be assessed in the usual way as part of the said town.

10. And the Board makes no order as to costs, except that the Board's tariff fee herein amounting to $15.00 be paid by the Town of Riverside.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7298.

Application by Messrs. A. J. and A. P. St. Louis, owners, under "The Planning and Development Act," for approval of plan of part farm lot 123, concession 1, formerly in the Township of Sandwich East, but now in the Town of Riverside, County of Essex.

Feb. 25th. Application and material filed.

June 16th. Hearing, pursuant to appointment, 11 to 11.15 a.m., at Board's Chambers. Plan approved and certified.

PROCEDURE FILE 7315.

Between:

Henry Cockshutt,

Appellant,

—and—

The Municipal Corporation of the City of Brantford,

Respondent.

(Assessment Appeal.)

March 3rd. Notice of appeal filed.

March 15th. Hearing, pursuant to appointment, 2.30 to 4 p.m., at Board's Chambers. Hearing concluded. Judgment reserved.

March 24th. Judgment delivered.

April 28th. Order issued in form of approved draft, filed.

OPINION OF THE BOARD.

The Board is of the opinion that the assessment appealed from may be supported on the ground that the Appellant was and is a resident of the municipality of Brantford. It is true that the Appellant may have a temporary residence in the City of Toronto while holding the office and discharging the duties of Lieutenant-Governor of the Province of Ontario. But a person may have more than one residence. Thus in Walcot v. Botfield, Kay's reports at p. 543 it is said, "generally if a party has two or three establishments, every one of them may be called his residence, and not less so, because he may not go there for some years. If he keeps up an establishment in it the place is still his residence, and thus he may be said to have his residence in two or three different counties."

At p. 80 of Powell v. Earle 18 C.B. N.S., Chief Justice Erle says "I entirely subscribe to the doctrine so clearly laid down in Elliott on registration, 2 ed., 204, where the learned author says that in order to constitute residence, a party must possess at the least a sleeping apartment, but that an uninterrupted abiding place is not requisite. Absence, no matter how long, if there be liberty of returning at any time, and no abandonment of the intention to return when-

ever it may suit the party's pleasure or convenience so to do, will not prevent a constructive legal residence. But if he has debarred himself of the liberty of returning to such dwelling, by letting it for a period however short, or has abandoned his intention of returning, he cannot any longer be said to have even a legal residence there."

"A poor law case, Guardians of Holborn v. Guardians of Chertsey, 1884, 54 L.J.C.M.C. 53, is also of value. Hawkins, J., states the law thus: 'Mere bodily presence or actual dwelling in a parish, though prima facie, is not absolutely sufficient to satisfy the statute; more is required. The evidence must be such as to satisfy the tribunal before which the question arises, that the place of it was the home and fixed place of abode of the person whose settlement is disputed. If a person having a home of his own of which he is the head, or being a member of his father's family and having his fixed home as of right at his father's house, quits it for a mere temporary purpose, intending on leaving and during all his absence to return to it as soon as the object of his absence is accomplished and then to live in it as before—such mere temporary physical absence does not operate as a break in his residence . . .; though physically absent his residence continues."

The admissions in this case show that on 28th October, 1921, "the Appellant's home in Brantford was closed and placed in charge of a caretaker." The Appellant was appointed Lieutenant-Governor; his term of office being five years. This in the view of the Board is clearly the maintenance of an establishment at Brantford within the meaning of the phrase as used above in the citation from Walcot v. Botfield, and it seems to fall within the definition of a constructive legal residence as laid down in Powell v. Earle. That the animus revertendi exists the Board has no doubt.

There can be no doubt of the liability of the Appellant's income to assessment. It is clearly within the scope of section 5 of "The Assessment Act," "income derived within . . . Ontario by a person resident therein." But it is said the Appellant has ceased to be a resident of Brantford, and is therefore not assessable there in view of the provisions of section 12 of "The Assessment Act." If the Appellant is still a resident of Brantford—as the Board holds he is—he is assessable there beyond question.

The appeal will be dismissed, and the assessment confirmed. There will be no costs to either party, but the Appellant will pay $10.00 in Law Stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 24th day of March, A.D. 1922.

March 24th, 1922.

ORDER.

Upon motion made the 15th day of March, 1922, by Counsel for the Appellant in presence of Counsel for the Respondent, by way of appeal from the decision of the Judge of the County Court of the County of Brant, upon an appeal to the said Judge from the decision of the Court of Revision of the City of Brantford dismissing the appeal of said Appellant to the said Court of Revision against the assessment of the Appellant for $60,500.00 in respect of income for the year 1922, and confirming said assessment, whereby the said appeal of said Appellant to said Judge was dismissed and said assessment was confirmed, upon hearing read the proceedings, the statement of facts and the exhibits filed in this matter,

and what was alleged by Counsel aforesaid, this Board was pleased to reserve judgment until this day.

The Board orders that the said appeal be and the same is hereby dismissed and that the said assessment be and the same is hereby confirmed.

And the Board further orders that there be no costs of the said appeal to either party, save and except that the Appellant do pay $10.00 for the Law Stamps required for this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7326.

Re Bill No. 24, 1922.

"An Act respecting the Town of Collingwood."

Mar. 8th. Above Bill and petition therefore referred to the Board for consideration and report under Rule 61a of the House.

Mar. 15th. 2 p.m. Conference with representative of Municipal Council.

Mar. 21st. Report issued in favour of passing of Bill as amended.

Report.

To the Honourable the Legislative Assembly of the Province of Ontario.

Gentlemen:—Upon the reference under Rule 61 (a) of your honourable House to The Ontario Railway and Municipal Board of Bill No. 24 (1922), entitled "An Act respecting the Town of Collingwood," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that such Bill should be passed by your honourable House, provided it is amended as shown in the copy of such Bill attached hereto.

The indebtedness amounting to the sum of $37,352.30 referred to in the Bill was nearly all incurred for works of a permanent character, and for this reason the Board recommends that power be given to issue debentures therefor for twenty years as provided for in the Bill.

The Board does not recommend that authority be given to consolidate certain existing debentures amounting to the sum of $105,729.62, and to issue further debentures payable in twenty years to retire same when they become due. In the opinion of the Board power should not be given to renew debentures in this manner unless very strong and sufficient reasons therefor are shown, and such reasons have not been shown to the satisfaction of the Board in this case.

All of which is respectfully submitted.

(Sgd.) D. M. McIntyre,
Chairman.

(Sgd.) J. A. Ellis,
Commissioner.

Dated at Toronto this 21st day of March, A.D. 1922.

Procedure File 7343.

Application by the City of Peterborough, under section 13 of "The Public Parks Act" (chapter 203, Ontario Statutes, 1914), for approval of its proposed By-law No. 2391 (to set aside part of public park for athletic purposes).

Mar. 16th. Application and certified copy of proposed by-law filed.

April 28th. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Application granted.

May 3rd. Draft Order filed.

May 3rd. Order issued.

April 28th, 1922.

ORDER.

Upon the application of the Corporation of the City of Peterborough for an Order approving said By-law No. 2395, passed on the 3rd day of April, 1922, and upon reading the said application, and the appointment issued by this Board for the hearing this day of the said application, and the evidence of publication and posting up of the same, filed, and upon hearing what was alleged in support of the application;

This Board doth order, under and in pursuance of subsection (6) of section 13 of "The Public Parks Act," that the said By-law No. 2395 of the Corporation of the City of Peterborough, passed on the 3rd day of April, 1922, be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7346.

Application by The Fingal Telephone Co., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Mar. 16th. Application filed.

June 9th. Hearing, pursuant to appointment, 10.30 to 11.45 a.m., Court House, St. Thomas.

June 23rd. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

June 23rd. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, June 23rd, 1922.

June 23rd, 1922.

ORDER.

Upon the application of the above-named applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed.

The Board orders, pursuant to the several conditions prescribed in this Order, that the applicant, the Fingal Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1922:

To Shareholders	$12 00 per annum.
To Non-shareholders furnishing their own telephones	15 00 per annum.
To Non-shareholders for whom the Company furnishes the whole equipment	18 00 per annum.

And the Board further orders:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1922, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's

business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the 15th day of January in each year furnish the Board with a report setting forth (a) the total amount standing at the credit of the fund referred to in clause 1 hereof on the 31st day of December in the preceding year; (b) the amount of such fund which has been temporarily used in the purchase of securities; (c) the names and values of the securities so purchased, together with (d) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 7351.

In the matter of the application of John Kellie, et al., under section 21a of "The Municipal Act," as enacted by chapter 63, Ontario Statutes, 1921, for detachment of certain farm lands from the Town of Southampton (to be annexed to the Township of Saugeen).

Mar. 20th. Application, petition, etc., filed.

April 7th. Certificate of Town Clerk, that petition sufficient, filed.

May 18th. Directions given for public notice of application to Board.

June 13th. Certified copies of resolutions of Town of Southampton and Township of Saugeen filed.

June 13th. Board directs Applicant to draft formal Order, subject to filing of proofs of publication of notice of application.

Procedure File 7356.

Application by the City of Toronto, under section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, for approval of its By-law No. 8997, restricting an area on St. George Street, from rear of lots fronting on north side of College Street, to rear of lots on south side of Dupont Street.

Mar. 22nd. Application and certified copy of By-law filed.

April 10th. Hearing, pursuant to appointment, 11 a.m. to 1 p.m. Judgment reserved until pending Ontario legislation dealt with by Legislature at its present session. (See Reporter's Notes.)

May 5th. Judgment delivered withholding approval of by-law in so far as it affects St. George Street between College and Bloor Streets, and eliminating "Havergal College" and lots on north-west and north-east corners of Bloor Street.

June 17th. Copy of By-law 9188 passed in conformity with Board's judgment, filed.

June 21st. Draft Order approving By-law 9188 (By-law 8997 having been repealed) filed.

June 21st. Order issued.

Opinion of the Board.

The Board is of the opinion that it should not approve the by-law without exception or qualification.

The evidence submitted at the hearing establishes incontestably that St. George Street from College Street to Bloor Street has long since lost the character of a purely residential street reserved solely for detached private residences. Mr. Ferguson stated that there were some nineteen separate properties devoted to purposes other than private residences. The proximity of that portion of St. George Street to the University has led to a number of properties being acquired and adapted for occupation as fraternity houses—that is as lodging houses for students in attendance at the University. Besides the fraternity houses there are the St. George Mansions, a large apartment house, and a large dwelling house on the corner of Bloor Street which has been converted into an apartment house. There is a large boarding house representing, it is alleged, an investment of $150,000, and which the owner contemplates enlarging by the erection of an additional building. Besides this, tea rooms for the serving of meals have been established in one of the large dwelling houses on this street. In all it is stated by Mr. LePan, representing the University, that some twenty-four tenements abutting on St. George Street between College Street and Bloor Street have been diverted from their original purpose as detached private dwellings and devoted to various business or trade purposes. It is true that the saving provisions contained in paragraph (a) of subsection 2 of section 399a would exempt from the operation of the by-law the above lands and buildings now used for purposes prohibited by the by-law. But such exemption may operate only to the extent of the present user of the lands and buildings, thus preventing the erection of larger or additional buildings for the same purpose, and so depriving the owner of a valuable right annexed to his present holding. For these reasons in the opinion of the Board its approval of the by-law should be withheld so far as it affects St. George Street between College Street and Bloor Street.

As to that portion of St. George Street north of Bloor Street within the scope of the by-law, the Board is of the opinion that the lands occupied and used by Havergal College should be exempted from the operation of the by-law so as to permit expansion in the future, as well as the lots on the north-east and north-west corners of St. George Street and Bloor Street.

With the foregoing reservations and exceptions the Board will issue an Order approving the by-law.

There will be no costs to either party, but the Applicant will pay $10.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 5th day of May, A.D. 1922.

June 20th, 1922.

ORDER.

Upon the application of the Corporation of the City of Toronto, upon the repeal of By-law No. 8997 to prohibit the use of land or the erection or use of building on the property fronting or abutting on either side of St. George Street from the rear of the lots fronting on the north side of College Street to the rear of the lots fronting on the south side of Dupont Street for any other purpose than that of a detached private residence, and upon the passing of By-law No. 9188 to conform with the opinion of the Board dated the 5th day of May, A.D. 1922, after hearing Counsel for all parties on the application before the Board on the 10th day of April, 1922, for the approval of By-law No. 8997, upon reading a certified copy of By-law No. 9188 and other material filed by William Johnston, Esq., K.C., Solicitor for the Applicant;

The Board orders, under and in pursuance of the provisions of section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, that By-law No. 9188, intituled "A By-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of St. George Street, between Bloor Street and Dupont Street (excepting the premises known in the year 1922 as No. 186 St. George Street, owned by Havergal College, and excepting also the lots at the north-east and the north-west corners of St. George and Bloor Streets), for any other purpose than that of a detached private residence," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7369.

Between:

The Corporation of the Village of Erin,

Applicant,

—and—

The Corporation of the Township of Erin,

Respondent.

(Extension and operation of Applicant's telephone system under section 103 of "The Ontario Telephone Act, 1918.")

Mar. 28th. Application and resolution of Village Council filed.

April 10th. Hearing, pursuant to appointment, 2.30 to 4.30 p.m., at Board's Chambers. Settled by agreement.

PROCEDURE FILE 7379.

Application by the City of Hamilton, under section 120 of "The Ontario Railway Act," for approval of plans for construction of "Mountain Highway" under and across the Incline Railway of The Hamilton Mountain Park Co., Ltd., at the head of Wentworth Street.

April 3rd. Application and plans filed.

April 10th. Engineer's report filed.

April 25th. Hearing, 11.30 a.m. to 12.30 p.m., pursuant to appointment. Application amended as asked by Applicants (see Reporter's Notes). Judgment *viva voce* at conclusion of argument, holding that Board has not jurisdiction and declining therefore to issue Order approving application or plans. Application dismissed. (See Reporter's Notes.)

April 4th, 1922.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR:—I have examined the plans forwarded to your Board by Mr. E. R. Gray, the City Engineer of Hamilton, showing the under-crossing of the new Mountain Road with the East End Inclined Railway. These plans are numbered 1-6 B. of W., sheets 1, 2, 3, 4.

The construction of this road means the removal of bents Nos. 31, 32, 33, 34, 35, 36 and 37, supporting the railway and the substitution of new ones at 31, 33, 35 and 37 together with heavier I beams to support the track, all as shown on the above plans.

I have calculated the stresses in the new steel work proposed and find the columns and beams strong enough to carry the 32-ton car shown on Drawing No. 2, together with the dead load and impact required by your Board's specifications.

I have also calculated the stress in the retaining wall supporting the hillside and find the dimensions of the wall and the steel reinforcement sufficient to bring the thrust within the middle third of the base.

The change suggested by me to Mr. Gray increasing the section of the columns for bents 33 and 35 from 12″ Bethlehem I beams at 32 lbs. to 36 lbs. has also been made.

These plans are satisfactory to me and I recommend them for approval by your Board provided there is no objection on behalf of the company owning the Inclined Railway.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 7384.

Application by the City of Toronto, under subsection (2b) of section 399a of "The Municipal Act," for approval of its By-law 9031, to allow alteration of 128 Roxborough Street West into a duplex house (repealing in part By-law 8815).

April 4th. Application and copy of by-law filed.

May 22nd. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Application granted. Applicant's Solicitor to draft Order and submit to Mr. Hollis for approval.

May 26th. Approved draft Order filed.

May 26th. Order.

May 22nd, 1922.

ORDER.

Upon the application of the Corporation of the City of Toronto, upon reading the certified copy of By-law No. 9120, and other material filed by William Johnston, Esq., K.C., Solicitor for the Applicant, and upon hearing what was alleged by Counsel for the Applicant, and Counsel for the party in favour thereto (no one opposing the application although public notice of the hearing was given);

The Board orders, under and in pursuance of the provisions of section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, that By-law No. 9120, intituled "A by-law to repeal By-law No. 8815 as to 128 Roxborough Street West (restricting Roxborough Street West to detached private residences)," be and the same is hereby approved.

(Sgd.) D. M. MCINTYRE,

(Seal) *Chairman.*

PROCEDURE FILE 7386.

In the matter of the petition of Robert K. Donaldson and others, under section 21 of "The Municipal Act," for annexation to the City of Toronto of part of the Township of York (Rowntree Avenue district).

April 6th. Application and petition filed.

Oct. 7th. Further material filed.

Oct. 20th. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Application granted. City Solicitor to draft Order and have same approved by county and township.

Dec. 29th. Order settled.

Dec. 29th. Order issued.

October 23rd, 1922.

ORDER.

Upon the application of the above-named Applicants, upon reading the petition of said Applicants, the resolution of the Council of the Corporation of the City of Toronto passed on the 25th day of September, 1922, declaring the expediency of such annexation, and notice of such resolution and petition having been duly given by the said Council to the Council of the Township of York and to the Council of the County of York, respectively, and notice of the hearing of this application having been duly served, advertised and posted, and upon hearing what was alleged by Counsel on behalf of the Corporation of the City of Toronto;

1. The Board orders and declares that the lands and premises in the Township and County of York included in said petition and being described as follows:

All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of York, in the County of York and Province of Ontario, being composed of parts of lots numbers 1 to 2, according to plan number 1370; lots numbers 1 to 4, inclusive; lots numbers 47 to 55, inclusive; lots numbers 98 to 106, inclusive; lots numbers 149 to 157, inclusive; lots numbers 197 to 205, inclusive; part of Block A and parts of intervening streets, according to plan number 1647, both said plans being filed in the Registry Office for the County of York, which said parcel may be more particularly known and described as follows:

Commencing at the south-westerly angle of Block A, according to plan number 1647, being in the northerly limit of the City of Toronto as defined by Ontario Proclamation, 9 Edward VII, chapter 125, dated May 1st, 1909; thence northerly along the westerly limit of Block A to the production westerly of the northerly limit of lot number 4, according to said plan; thence easterly to and along the northerly limit of said lot to the north-easterly angle thereof; thence easterly across Chambers Avenue, according to said plan to the north-westerly angle of lot number 47, according to said plan; thence easterly along the northerly limits of lots numbers 47 to 55, inclusive, according to said plan, to the north-westerly angle of lot number 55; thence easterly across Rosethorn Avenue to the north-easterly angle of lot number 98, according to said plan; thence easterly along the northerly limits of lots numbers 98 to 106, inclusive, according to said plan, to the north-easterly angle of lot number 106; thence easterly across Silverthorn Avenue to the north-westerly angle of lot number 149, according to said plan; thence easterly along the northerly limits of lots numbers 149 to 157, inclusive, according to said plan, to the north-easterly angle of lot number 157; thence easterly across Blackthorn Avenue to the north-westerly angle of lot number 197, according to said plan; thence easterly along the northerly limits of lots numbers 197 to 200, inclusive, according to said

plan, to the westerly limit of lot number 201; thence northerly along said westerly limit to the north-westerly angle of said lot number 201; thence easterly along the northerly limits of lots numbers 201 to 205, inclusive, according to said plan, to the north-easterly angle of lot number 205; thence easterly on the production easterly of the northerly limits of last-mentioned lots, across lot number 1, according to plan number 1370, to the easterly limit of lot number 1; thence southerly along the easterly limits of lots numbers 1 and 2, according to said plan number 1370, to the northerly limit of the City of Toronto, aforesaid; said limit being in the production easterly of the northerly limit of Rowntree Avenue; thence westerly along last-mentioned limit to the place of beginning. be and the same are hereby annexed to the Corporation of the City of Toronto, subject to the following terms and conditions, namely:

(1) That the annexation shall come into force on the 4th January, 1923.

(2) That the property when annexed shall be added to and form part of Ward No. 7.

(3) That a new assessment shall be made by the City Assessment Department for 1923, on which the taxes for the year 1923 shall be levied.

(4) That the property will thereafter be assessed in the usual way as part of the city.

(5) That the Corporation of the Township of York shall forthwith prepare and furnish to the Corporation of the City of Toronto a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the 31st day of December, 1922, and the persons assessed therefor.

(6) That the said arrears of taxes according to said special rolls shall be collected by the Corporation of the City of Toronto and that the right to collect same, including the right to distress for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears shall be vested in the Corporation of the City of Toronto but the proceeds of the collection of such arrears or any part of same after deducting therefrom the proper costs and expenses in connection with the collection of same shall be repaid by the Corporation of the City of Toronto to the said Corporation of the Township of York within six months from the date of collection.

(7) That the Corporation of the Township of York shall indemnify and save harmless the Corporation of the City of Toronto from all loss, costs, charges and expenses arising from the collection or attempted collection of any arrears as shown on said special roll.

(8) That the rates equal to those now levied against the properties on the south side of Rowntree Avenue in respect of local improvements, excepting the sidewalk, shall be levied on the lands fronting on the north side (when annexed) and for the same term and without restricting the generality of the foregoing this provision shall apply to the properties on the north side of Rowntree Avenue in respect of which contracts now exist between the City of Toronto and the Township of York respecting drainage privileges.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7391.

Application by the City of Windsor, under section 44 of "The Municipal Act," for an Order approving of a redivision of the existing wards of the said city.

April 6th. Application, certified copy of resolution of City Council and surveyor's description filed.

April 28th. Hearing, pursuant to appointment, 11.30 to 11.35 a.m. Application to be granted on proof of proper passing of resolution by council and of publication, etc., of notice of hearing. (See Reporter's Notes.)

May 10th. Order, following form of draft filed, issued.

April 28th, 1922.

ORDER.

Upon the application of the City of Windsor, under section 44 of "The Municipal Act," as re-enacted by section 10 of "The Municipal Amendment Act, 1915," for the redivision of the city into four wards, the Board having appointed this day at its Chambers, 47 Queen's Park, Toronto, for the hearing of such application, and no one appearing to oppose the application, and it being made to appear by the affidavit of M. A. Dickinson, Municipal Clerk of said city, that at a regular meeting held on the 27th day of March, 1922, the Municipal Council of the City by a vote of two-thirds of all the members thereof passed a resolution affirming the expediency of a new division of the city into wards, and it further appearing that notice of appointment for hearing was duly published and that each of the divisions hereinafter described has a population of more than five hundred;

It is ordered and declared that the said City of Windsor be and it is hereby divided into four wards to be numbered from one to four with the following boundaries:

Ward No. 1.

Commencing at the harbour line of the River Detroit where it is intersected by the line between farm lots 75 and 76, thence northerly along said line between farm lots 75 and 76 to the southerly limit of Tecumseh Road South; thence westerly along said southerly limit of Tecumseh Road south to the line between farm lots 74 and 75; thence northerly along said line between farm lots 74 and 75 to the southerly limit of Tecumseh Road north; thence westerly along said southerly limit of Tecumseh Road south to its intersection with the southerly production of the westerly limit of the alley next west of Wellington Avenue; thence northerly along said southerly production of said westerly limit of said alley next west of Wellington Avenue to the northerly limit of Tecumseh Road north; thence westerly along said northerly limit of Tecumseh Road north to its intersection with the easterly limit of registered plan 933; thence northerly along said easterly limit of registered plan 933, 2,580 feet 3 inches more or less to a jog in the limit; thence easterly along said jog in the limit 11 feet 6 inches to a point in the westerly limit of registered plan 369; thence northerly along the westerly limit of registered plans 369 and 370 and the northerly production of said westerly limit of registered plan 370 to the harbour line of the River Detroit; thence easterly along said harbour line of the River Detroit to the place of beginning.

Ward No. 2.

Commencing at the harbour line of the River Detroit where it is intersected by the line between farm lots 75 and 76; thence southerly along said line between farm lots 75 and 76 to the southerly limit of Tecumseh Road; thence easterly along said southerly limit of Tecumseh Road to the centre of Ouellette Street; thence northerly along the centre of Ouellette Street and its northerly production to the harbour line of the River Detroit; thence westerly along the harbour line of the River Detroit to the place of beginning.

Ward No. 3.

Commencing at the harbour line of the River Detroit where it is intersected by the line between farm lots 88 and 89; thence southerly along said line between farm lots 88 and 89 to the southerly limit of Tecumseh Road; thence easterly along said southerly limit of Tecumseh Road to the line between farm lots 89 and 90; thence southerly along said line between farm lots 89 and 90 to the northerly limit of the Canadian Pacific Railway lands; thence westerly along said northerly limit of the Canadian Pacific Railway lands to the easterly limit of McDougall Street; thence northerly along said easterly limit of McDougall Street to the southerly limit of Tecumseh Road; thence westerly along said southerly limit of Tecumseh Road to the centre line of Ouellette Street; thence northerly along said centre line of Ouellette Street and its northerly production to the harbour line of the River Detroit; thence easterly along said last-mentioned limit to the place of beginning.

Ward No. 4.

Commencing at the harbour line of the River Detroit where it is intersected by the line between farm lots 88 and 89; thence southerly along said line between farm lots 88 and 89 to the southerly limit of Tecumseh Road; thence easterly along said southerly limit of Tecumseh Road to the line between farm lots 93 and 94 or the limit between the City of Windsor and the Town of Walkerville; thence northerly along said last-mentioned limit to the harbour line of the River Detroit; thence westerly along said harbour line of the River Detroit to the place of beginning.

And it is further ordered that the Applicant do pay the sum of $10.00 costs herein, being the Board's tariff fee payable in law stamps.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7402.

Application by The Dunnville Consolidated Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

April 10th. Application filed.

April 27th. Hearing, pursuant to appointment, 11 a.m. to 4 p.m., Town Hall, Dunnville. Judgment reserved.

July 14th. Report of Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 14th. Order.

Report.

From the evidence adduced at the hearing of this application on April 27th, 1922, and material filed in connection therewith, it would appear that the system of the Applicant, which was established in 1907, comprises 281 miles of pole lead carrying 922 miles of wire furnishing service to 1,725 subscribers, the total investment being $100,660, made up as follows:

Bonds	$22,400
Preferred Stock	25,760
Common Stock	52,500
	$100,660

Common Stock.

In regard to the common stock, in a report furnished to this Board on June 25th, 1913, by R. W. Johnson, Chartered Accountant, who made a special audit of the Applicant's books from the company's inception to December 31st, 1912, it is stated that $13,960 was paid in cash in respect of this stock, and $24,000 of such stock "was issued to the promoters to cover expenses of organization not paid for out of the funds of the company." In addition to this amount of $24,000 there has been issued to the holders of this stock in lieu of dividends shares to the value of $14,500. This stock, therefore, represents as follows:

By Cash Subscriptions	$13,960
For promotion	24,000
In lieu of dividends	14,540

In addition to the stock dividends upon this stock there has been paid cash dividends amounting to $20,550.

Promotion and Organization Accounts.

There appears in the revenue account of the Applicant for the years 1916 to 1921, inclusive, certain items totalling $12,474.87 under the designation of "Written off." The amounts named, however, are in fact a portion of the net profits from operation during the period referred to. What has really been done is, that this sum, together with other amounts from revenue and depreciation reserve, have been expended in new construction, thereby increasing the plant account on the credit side of the Applicant's balance sheet and reducing by this amount ($12,474.87) the organization and promotion accounts, which appear on the same side of the balance sheet. It is difficult to understand why these accounts should be treated as assets, the only explanation of this being that they are so treated in order to balance the liability on the debtor side of the balance sheet created by the large proportion of common stock not represented by cash payments.

Much of the time of the hearing was taken up in an endeavour to obtain an explanation as to why these amounts shown as "written off" should have been treated as an actual expenditure. The only deduction that can be reached as to this is that these items were so treated in order to make it appear that the net profits for each of the years referred to were less than those actually earned.

Net Profits.

In an Order dated September 8th, 1913, the Applicant was given authority to increase its charges for rural service. Therefore, the accounts filed in connection with the present application only cover the period from 1913 to 1921, inclusive. During these years the net profits of the company, after providing for depreciation, bond interest and dividend on preferred stock, have been as follows:

Year	*Amount*	*Percentage on Common Stock*
1913	$2,242 04	4.98
1914	1,522 60	3.38
1915	1,763 41	3.92
1916	6,030 33	13.4
1917	7,531 41	14.3
1918	6,922 44	13.2
1919	6,839 41	13.
1920	5,116 06	9.74
1921	2,665 67	5.07
	$40,633 37	9.18% Average

Total Net Profits for the years 1913 to 1921 (inclusive)	$40,633 37
Less Cash Dividend on Common Stock	16,275 00
Expenditure on new construction	$24,358 37

In addition to the foregoing balance of net profits expended on new construction the whole of the Applicant's depreciation reserve for the same period referred to herein, amounting to $26,153.94, have been used for the same purpose.

Expenditure on Operation.

Since the decease of the late president of the Applicant Company in 1918, there has been a marked increase in the expenditure upon the operation of the system of the Applicant as the following figures will show:

Cost of Operation, 1918	$18,889 42
Cost of Operation, 1919	30,000 94
	$11,111 52

The cost of operation per telephone in 1918 was $13.43, in 1921, $17.82, or an increase of $4.39 per telephone. The increase in the cost of operation in 1921 over 1920 was $4,280.15. Notwithstanding this large increase, however, it will be seen that after providing for bond interest, preferred stock dividend and depreciation reserve, the system earned a net profit of $2,665.67, or $5.07 per cent. on the common stock.

The foregoing figures would appear to indicate that there has been unnecessary extravagance in the expense of operation during recent years. Among other items it may be noted that the president is receiving a salary of $2,400.00 a year as manager of the system as compared with $1,200.00 a year paid to his predecessor. The directors' fees also appear to be unduly high, each director receiving $180 per annum for a maximum of four and a minimum of two attendances in 1921, the total expenditure for four meetings and 19 attendances being $1,080, or an average of $56.84 for each director per meeting.

Recommendation.

In view of the foregoing it is recommended that this application be dismissed.

(Sgd.) D. M. McIntyre,
Chairman.

I agree.
(Sgd.) J. A. Ellis.
Toronto, July 14th, 1922.

July 14th, 1922.

Order.

Upon the application of the above-named Applicant, upon reading the report of Donald M. McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties and other material filed;

The Board orders that the application of the Applicant be and the same is hereby dismissed.

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 7410.

Between:

W. H. Woods,

Applicant,

—and—

The Caradoc-Ekfrid Telephone Co., Ltd., and
The Byron Telephone Co., Ltd.,

Respondents.

(For an Order prescribing the terms and conditions for interchange of service between the telephone systems of the Respondents under section 83 of "The Ontario Telephone Act, 1918.")

April 13th. Application filed.

Sept. 8th. Hearing, pursuant to appointment, 2.30 to 3.50 p.m., at Court House, London. Interchange of service to be provided on terms of agreement dated July 1st, 1919, between Respondents.

Sept. 21st. Order.

September 21st, 1922.

ORDER.

Upon the application of the above-named Applicant, in the presence of the Applicant and Respondents and upon hearing the evidence adduced on behalf of the Applicant and Respondents;

The Board orders that there shall be intercommunication between the telephone systems of the Respondents for the transmission of messages or conversations without charge (except as herein provided) to the subscribers to the said systems whose lines terminate upon the switchboards located at Byron and Mount Brydges respectively.

And the Board further Orders:

1. The Respondent, The Byron Telephone Company, Limited, shall furnish and maintain at its cost the necessary poles to carry a metallic circuit for the purpose of the intercommunication herein ordered, from its central office in the Village of Byron to a point opposite the Methodist Church in the Village of Mount Brydges.

2. The Respondent, The Byron Telephone Company, Limited, shall furnish and maintain at its cost one No. 12 galvanized iron metallic circuit upon the poles referred to in the preceding paragraph, from its central office in the Village of Byron to the town line between the townships of Lobo and Caradoc.

3. The Respondent, The Caradoc-Ekfrid Telephone Company, Limited, shall furnish and maintain at its cost one No. 12 galvanized iron metallic circuit upon the poles referred to in paragraph No. 1 hereof, from the town line between the townships of Lobo and Caradoc to its central office in the Village of Mount Brydges.

4. The circuit referred to in the next two preceding paragraphs shall be used exclusively as a direct trunk line between the switchboards located in the Villages of Byron and Mount Brydges, respectively, and in order to ensure the carrying out of the provisions of this paragraph the Respondent, The Caradoc-Ekfrid Telephone Company, Limited, shall on or before the 9th day of October, A.D. 1922, remove from the poles carrying the said circuit all wires and attachments erected thereon for the purpose of furnishing telephone service to Russell Thomas, Lewis Lipsit, Furlow Coates, George Cudney, Robert Heath and Frederick Graves.

5. The Respondent, The Caradoc-Ekfrid Telephone Company, Limited, shall pay to the Respondent, The Byron Telephone Company, Limited, the sum of Ten Cents per pole, per annum, yearly in advance, as rental, for the pin space occupied by the first named Respondent's metallic circuit upon the poles of the last named Respondent from the town line between the Townships of Lobo and Caradoc to a point opposite the Methodist Church in the Village of Mount Brydges.

6. The party line circuit of the Respondent, The Byron Telephone Company, Limited, known as "Line No. 30" shall remain connected upon the switchboard at Mount Brydges as heretofore and the said Respondent shall pay to the Respondent, The Caradoc-Ekfrid Telephone Company, Limited, as remuneration for the operators' services in respect of the said "Line No. 30" and the intercommunication herein ordered, the sum of Sixty Dollars ($60.00) per annum, payable half-yearly in advance, on October 1st and April 1st in each year.

7. For the purpose of preventing unreasonable congestion of traffic over the trunk line provided for herein the Respondents may limit free intercommunication to conversations not exceeding a period of five minutes' duration and may collect an overtime charge of Five Cents for each period not exceeding five minutes in duration in excess of the first named period, such charge to accrue to the system upon which the conversation originates.

8. The charge to non-subscribers for conversations between the Villages of Byron and Mount Brydges shall be Ten Cents for each conversation not exceeding a period of five minutes' duration with an overtime charge of Two Cents for each minute in excess of the aforesaid period of five minutes, such charge to accrue to the system upon which the conversation originates.

And the Board makes no order for costs, save and except that each Respondent shall pay $5.00 for the law stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7411.

Application by The Innerkip Rural Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

April 13th. Application filed.

June 7th. Hearing, pursuant to appointment, 11.40 a.m. to 12.30 p.m., Court House, Woodstock.

July 5th. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 5th. Order.

Report.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. Ingram,
Vice-Chairman.

Toronto, July 5th, 1922.

July 5th, 1922.

ORDER.

Upon the application of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed;

The Board orders, subject to the several conditions prescribed in this Order, that the Applicant, The Innerkip Rural Telephone Company, Limited, be authorized to charge $22.50 per annum for telephone service, to take effect as from July 1st, 1922.

The above charge to be subject to a discount of 20 per cent. on all amounts paid within thirty days from the date of rendering the account for same.

And the Board furthers orders:

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1922, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the 15th day of January in each year furnish the Board with a statement setting forth (a) the total amount standing at the credit of the fund referred to in clause 1 hereof on the 31st day of December in the preceding year, (b) the amount of such fund which has been temporarily used in the purchase of securities, (c) the names and values of the securities so purchased, together with (d) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. MCCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7414.

Application by The Colborne Telephone System, under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

April 13th. Application filed.

June 15th. Hearing, pursuant to appointment, 10.15 to 11.45 a.m., Township Hall, Carlow.

July 5th. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 5th. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, July 5th, 1922.

July 5th, 1922.

ORDER.

Upon the application of the above-named Applicants, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed;

The Board orders that the Applicants, The Commissioners for the Telephone System of the Municipality of the Township of Colborne, be authorized to charge the following rate for telephone service, to take effect as from July 1st, 1922:

To persons not being subscribers within the meaning of subsection (g) of section 2 of "The Ontario Telephone Act, 1918," $15.00 per annum.

The above charge to be subject to a discount at the rate of $3.00 per annum on all amounts paid within thirty days from the date of rendering the account for same.

And the Board further orders that the charge herein authorized shall include the cost of such battery renewals as may be necessary to maintain the provision of an efficient service by the Applicants at all times.

And the Board makes no order for costs, save and except that the Applicants shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7448.

Application by the Municipality of Lavallee, under section 18 (1) of "The Municipal Act," for annexation thereto of "Little Forks Indian Reserve."

May 2nd. Application and material filed.

June 28th. Hearing, pursuant to appointment, 2 to 2.35 p.m., Court House, Fort Frances.

July 3rd. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 10th. Order.

REPORT.

This application was heard in the Court House, Fort Frances. Charles H. McCool, Reeve of Lavallee Township, and Arthur Cook, Clerk, appeared on behalf of the Applicants. Mr. Edward W. Winnebeck appeared in opposition to the application.

Mr. Winnebeck is the only actual resident within the territory sought to be annexed to Lavallee. Messrs. McCool and Cook urge for the approval of the application on the ground that it required this district to square out township lines and have greater control of the roads within the Indian Reserve. Mr. Winnebeck claimed the municipality could not give anything more than he has now; that he had not anything to gain by the annexation; that he could not afford to pay any taxes, and also that before the annexation is approved the Board should wait until the Government completed its colonization road located within the district of this Indian Reserve. He claimed to be owner of lots 9, 12, 13 and 14 equalling about three hundred and ninety acres. He also claimed to speak for Mr. C. B. Hosy, a non-resident who is also the owner of lots 10, 11 and 1B equalling about three hundred acres.

Those favouring the annexation contended that Mr. Winnebeck as well as all the non-resident owners had a right to be assessed for such improvements as were absolutely necessary.

Notice of the hearing was published in the Fort Frances *Times* of June 15th and 22nd, and was also posted up in the Court House and Post Office in Rainy River and in the area sought to be annexed as required by the Board.

The population of the Township of Lavallee as at present constituted is about eight hundred and forty-two. They have a telephone debt of about $4,000—this would appear to have been reduced from $8,000. The rate of taxation is 17½ mills.

After hearing what was said for and against the application I am of the opinion that it would be in the public interest to approve of this application, and, I, therefore, recommend it.

(Sgd.) A. B. Ingram,
Vice-Chairman.

Toronto, July 3rd, 1922.

July 10th, 1922.

Order.

Upon the application of the Municipality of Lavallee for an Order annexing the land formerly being a portion of the Little Forks Indian Reserve and being lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 1A, 1B, 2B, 2C and 2D (formerly Indian Reserve) as shown on registered plan numbers I, FF, and SM 73, in the register for the District of Rainy River at the Town of Fort Frances; and upon reading the petition of a number of owners of lands within the territory, and upon hearing what was alleged by the Reeve and Clerk of the municipality upon behalf of the Applicants, and Edward W. Winnebeck upon behalf of those opposed to this application;

And upon reading the report of Andrew B. Ingram, Esquire, Vice-Chairman of the Board appointed by the Board to report upon the said application;

The Board doth order that lots numbers 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 1A, 2A, 1B, 2B, 2C and 2D (formerly being part of the Little Forks Indian Reserve) and which lots are shown on plan numbers I, FF, and SM 73, registered in the Office of Land Titles at Fort Frances in the District of Rainy River, be and the same are hereby annexed to the said Municipality of Lavallee.

2. And this Board doth further order that such annexation shall come into force and effect from and after the 1st day of August, A.D. 1922.

3. The Board doth further order that the Applicants shall pay the sum of $15.00 for law stamps on this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 7466,

In the matter of the petition of W. H. Graham and others, under section 9 of "The Local Improvement Act," against the construction of an asphalt pavement, as a local improvement, on Waverley Street, between Robert and Elgin Streets, in the City of Ottawa.

May 8th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis, recommending that petition be allowed, filed and adopted.

REPORT.

The street in question is in bad repair owing to the construction of a sewer. The Petitioners claim that after the sewer was filled in the street was not levelled off and put back in proper condition. However, it appears to be admitted that a new roadway of some description must now be considered, and the Petitioners state that they prefer a macadam road.

I recommend that the petition be allowed in order to give the Petitioners and the City Council an opportunity to proceed with the construction of a macadam road instead of an asphalt pavement, if they so desire.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7467.

In the matter of the Petition of John Sutherland and others, under section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Waverley Street, from Bank Street to Metcalfe Street, in the City of Ottawa.

May 8th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

REPORT.

The street in question is in bad repair owing to the construction of a sewer. The Petitioners claim that after the sewer was filled in the street was not levelled off and put back in proper condition. However, it appears to be admitted that a new roadway of some description must now be considered, and the Petitioners state that they prefer a macadam road.

I recommend that the petition be allowed in order to give the Petitioners and the City Council an opportunity to proceed with the construction of a macadam road instead of an asphalt pavement if they so desire.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7468.

In the matter of the petition of S. J. Stevenson and others, under section 9 of "The Local Improvement Act," against the construction of proposed pavement on Waverley Street, from Elgin Street to Metcalfe Street, in the City of Ottawa.

May 8th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10 to 10.30 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

REPORT.

No resolution or by-law has ever been passed by the City Council to undertake the work.

I, therefore, recommend that the petition be allowed as all the proceedings are clearly invalid.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7474.

Application by The Byron Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for telephone service.

May 9th. Application filed.

June 8th. Hearing, pursuant to appointment, 10.30 a.m. to 12.30 p.m., at the Court House, London.

July 5th. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 5th. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, July 5th, 1922.

July 5th, 1922.

ORDER.

Upon the application of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties, statements of assets and liabilities, receipts and disbursements and other material filed;

The Board orders, subject to the several conditions prescribed in this Order, that the Applicant, The Byron Telephone Company, Limited, be authorized to charge the following rates for telephone service, to take effect as from July 1st, 1922.

To Subscribers whose lines terminate at The Byron Central Office:
To each subscriber purchasing his own telephone set..... $18 00 per annum.
To each subscriber for whom the Company furnishes the entire equipment..... 21 00 per annum.

To Subscribers whose lines terminate on The Bell Telephone Company's Exchange at London:

For London service only	$33 00 per annum.
For combined service over The Bell Telephone Company's London Exchange and the Applicant's Byron Exchange	48 00 per annum.

And the Board further orders:

1. That the charges herein authorized shall include the cost of such battery renewals as may be necessary to maintain the provision of an efficient service by the Applicant at all times.

2. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1922, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the money so deposited may, with the approval of the Board, be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested shall from time to time be carried to the credit of the said fund.

3. That the Applicant shall on or before the 15th day of January in each year furnish the Board with a report setting forth (a) the total amount standing at the credit of the fund referred to in clause 2 hereof on the 31st day of December in the preceding year, (b) the amount of such fund which has been temporarily used in the purchase of securities, (c) the names and values of the securities so purchased, together with (d) a certified statement from the bank in which the fund is deposited showing the amount standing at the credit of such fund on the last named date.

4. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 7486 (P. 382)

In the matter of the petition of Mary F. Atherton, and others, under section 21a of "The Municipal Act," as enacted by chapter 63, Ontario Statutes, 1921, for detachment of certain farm lands from the Town of Barrie.

May 12th. Petition, etc., filed.

May 16th. Supplementary petition filed.

Dec. 28th. Hearing, pursuant to appointment, 1 p.m., Court House, Barrie. Application allowed, to take effect December 31st, 1922. (See Reporter's Notes.)

PROCEDURE FILE 7495.

Application by The North Huron Telephone Co., Ltd., under section 87 of "The Ontario Telephone Act, 1918," for approval of sale of its undertaking to The Bell Telephone Co. of Canada, Ltd.

May 15th. Application filed.

June 14th. Hearing, pursuant to appointment, 1.15 to 2.15 p.m., Town Hall, Wingham.

June 24th. Order.

June 24th, 1922.

ORDER.

Upon the application of the above-named Applicant, upon hearing the evidence adduced on behalf of all parties, and upon reading the said application, and other material filed;

The Board orders, pursuant to the provisions of section 87 of "The Ontario Telephone Act, 1918," that the sale by the Applicant of its plant, equipment, business and assets to The Bell Telephone Company of Canada, Limited, be and the same is hereby approved.

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7506.

In the matter of the petition of P. Carriere and others, under section 9 of "The Local Improvement Act," against the construction as a local improvement of a five-foot concrete sidewalk on the north side of St. Joseph Street, between St. Patrick and St. Andrew Streets, in the City of Ottawa.

May 18th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10.30 to 10.50 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

REPORT.

I recommend that the petition be dismissed as no one appeared for the Petitioners.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7510 (P. 383).

Application by The Toronto General Trusts Corporation (trustee for S. G. R. B. Nordheimer, owner) under "The Planning and Development Act," for approval of plan of proposed subdivision of "Glen Edyth," Nordheimer Estate.

May 18th. Application filed.

May 29th. Hearing, pursuant to appointment, 11 a.m. to 12 m. Adjourned to Tuesday, July 4th, at 11 a.m.

July 4th. Hearing continued, 11 a.m., 11.35 a.m. to 12.45 p.m. Proposed highways to be indicated on ground. Plan to be amended as to site, etc., of

highways as may be directed by Board after consideration of City Surveyor's objections (if any) to be made by City. (See Reporter's Notes.) Hearing adjourned to 25th July, 11 a.m., at Board's Chambers.

July 28th. Hearing continued pursuant to adjournment and postponement, 11 a.m. to 12 m. Adjourned to 2nd October, 1922.

Oct. 2nd. Hearing continued, 11 to 11.45 a.m. View by Board with engineers and solicitors for Applicant and City October 10th, at 11 a.m. and hearing to be continued same day at 2.30 p.m.

Oct. 10th. View, 11 a.m. to 1 p.m. Hearing continued 2.30 to 4.15 p.m. Applicants to prepare, file and serve sketch showing proposed amendments. Hearing adjourned *sine die* pending engineer's conferences, to be resumed on twenty-four hours' notice.

Nov. 3rd. Hearing continued, 2.30 to 3.10 p.m., pursuant to appointment. Adjourned to Thursday, November 9th, at 2.30 p.m. Amended plan to be filed in interim. (Draft plan filed to-day.)

Nov. 9th. Hearing continued, 2.30 to 3.20 p.m. One foot to be reserved (for city street extensions) at (across) end of each blind street. Local improvement frontage rates to be commuted as to frontage to be deducted owing to street shown on new plan. Present water course left to Local Improvement Act, etc. Plan approved. Order to be drawn by Applicant's Solicitor and submitted to City. (See Reporter's Notes.)

Procedure File 7512.

In the matter of an application by the Corporation of the City of Toronto, under section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, for approval of its By-law No. 9054, to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Wellesley Street, from the rear of the lots fronting on the east side of Jarvis Street to Sherbourne Street, for any other purpose than that of a detached private residence.

May 19th. Application and copy of by-law filed.

June 12th. Hearing, pursuant to appointment, 11 to 11.45 a.m., at Board's Chambers. Judgment reserved.

June 26th. Judgment delivered. Approval of by-law refused.

June 26th. Order.

Opinion of the Board.

The Board has reached the conclusion that this by-law should not be approved on the ground that the district in question has lost the character of a strictly residential district. That this conclusion is warranted will appear from the following facts:

On Wellesley Street there are the following buildings used for purposes other than detached private residences:

South Side.

1. Summerhill House, now China Inland Mission.
2. Apartment house at about No. 91.
3. Collegiate Institute to be erected on corner of Jarvis and Wellesley Streets.
4. Old Kemp House used as a rooming house.
5. Apartment House No. 156.
6. Ernescliffe, a large apartment house on east side of Sherborne Street.

North Side.

1. Nos. 68 to 102—detached houses used for rooming houses.
2. Massey-Treble house used as a Soldiers' Hospital.
3. Wellesley Hospital at head of Homewood Avenue.
4. Conservatory of Music, east side of Sherbourne Street.

The foregoing indicates that convenience and necessity are combining to divert this district to uses other than those of detached private residences. This movement if arrested by a by-law so stringent and inflexible in its provisions would in the opinion of the Board work hardship to many property owners in the district.

Report No. 8 to council of the committee on property, dated 24th April, 1922, fortifies the Board in the position which it takes on this application.

(Sgd). D. M. McIntyre,
Chairman.

Toronto, June 26th, 1922.

June 26th, 1922.

Order.

Upon the application of the Corporation of the City of Toronto after hearing what was alleged by counsel for the Applicant, and upon hearing the parties adverse to the application and reading the material filed herein, and judgment having been reserved until this day.

The Board orders, under and pursuant to the provisions of section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, that the application for approval of By-law No. 9054 being "A by-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Wellesley Street, from the rear of the lots fronting on the east side of Jarvis Street to Sherbourne Street, for any other purpose than that of a detached private residence," be refused.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7514.

In the Matter of the Petition of Sir Henry Drayton and others, under section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Stewart Street—from Charlotte Street to east end of street—in the City of Ottawa.

May 19th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10.30 to 10.50 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

Report.

The street in question is not a through street and ends at the Rideau River except there is a privately owned lot at the end of the street cutting off access to the river. There is a macadam road on the street at present which appears to be in pretty good condition and likely to remain so for a few years. All the property owners concerned are opposed to the proposed work. No clear evidence was given me that an asphalt pavement is really required now.

I recommend that the petition be allowed.

(Sgd.) J. A. Ellis,
Commissioner.

Toronto. November 15th, 1922.

PROCEDURE FILE 7519.

Application by The Zorra Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

May 22nd. Application filed.

June 7th. Hearing, pursuant to appointment, 11 a.m., Court House, Woodstock. Application granted.

June 23rd. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

June 23rd. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the Order of the Board.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, June 23rd, 1922.

June 23rd, 1922.

ORDER.

Upon the application of the above-named Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of all parties. Statements of assets and liabilities, receipts and disbursements and other material filed.

The Board orders, subject to the several conditions prescribed in this Order, that the Applicant, The Zorra Telephone Company, Limited, be authorized to charge $20.00 per annum for telephone service, to take effect as from July 1st, 1922. This charge to be subject to a discount of 10 per cent. on all amounts paid within thirty days from the date of rendering the account for same.

AND THE BOARD FURTHER ORDERS,

1. That for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1922, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall, unless otherwise authorized by the Board, be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be deposited in a chartered bank at interest, and the moneys so deposited may, with the approval of the Board, be invested in interest-bearing securities, and all interest accruing from any portion of the depreciation fund so deposited or invested shall from time to time be carried to the credit of the said fund.

2. That the Applicant shall on or before the 15th day of January in each year furnish the Board with a report setting forth, (a) the total amount standing at the credit of the fund referred to in clause 1 hereof on the 31st day of December in the preceding year, (b) the amount of such fund which has been temporarily used in the purchase of securities, (c) the names and values of the securities so purchased, together with (d) a certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

3. That the Applicant shall keep separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall each year furnish its shareholders with an annual report and balance sheet in the form approved of by this Board as set forth on pages 151 to 154 of "Telephone Systems, 1920."

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7530.

Application by the Township of Etobicoke, under section 6, chapter 81, Ontario Statutes, 1918, for approval of its proposed By-law No. 1366, for designation of a definite area (No. 3) and for construction and extension of water mains, etc., in such area—($89,980.00).

May 26th. Application and material filed.

June 9th. Application withdrawn.

June 10th. New application and new By-law No. 1368, filed.

June 22nd. Hearing, pursuant to appointment, 11 to 11.20 a.m., at Board's Chambers. Application granted. Applicant's solicitor to draft order.

June 26th. Draft order filed.

June 26th. Order issued.

June 22nd, 1922.

Order.

Upon the application of the said corporation and upon reading the notice of the application, the declarations of Stephen Barratt and H. L. Steele, filed, as to posting and publication thereof, and a copy of the said by-law, and other material filed, and upon hearing counsel for the applicants and no one appearing in opposition to the application.

The Board orders and certifies, under and in pursuance of the provisions of the said Act, being chapter 81 of the Statutes of Ontario, 8 Geo. V, being a special act in reference to the Townships of Scarboro and Etobicoke, that the said By-law No. 1368, intituled "By-law No. 1368," "A by-law of the municipality of the Township of Etobicoke to set aside and designate a definite section or area in the Township of Etobicoke, to construct and extend a system of water mains and works in the area hereinafter described for the benefit of such defined area, and to provide for the expenditure of the sum of $53,000.00 in the construction thereof, and to authorize the issue of debentures of the Township of Etobicoke to the amount of $53,000.00 for the purpose of raising the said sum," be and the same is hereby approved.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7534. (P. 421).

Between:

The Municipal Corporation of the City of Brantford,

Applicant,

—and—

The Mohawk Land Co., Ltd.

Respondent.

(Compensation for Lands taken.)

May 27th. Application filed.

Oct. 24th. Hearing, pursuant to appointment, 10.30 a.m. to 5 p.m. at Court House, Brantford. Judgment reserved.

Nov. 8th. Judgment delivered.

Nov. 25th. Approved draft order filed.

Nov. 27th. Order issued.

Opinion of the Board.

The Applicant having expropriated certain lands of the Respondent, and the parties having failed to agree on the compensation to be paid by the Applicant, this application has been made to the Board under subsection (12) of section 94 of "The Public Health Act" to fix the compensation. The lands taken are three lots—numbers 14, 15 and 16—in the Township of Brantford, in the County of Brant. The lots abut on the south side of Fifth Avenue—a highway which forms the boundary line between the township and the City of Brantford. These three lots, having each a frontage on Fifth Avenue of 38 feet by a depth of some 160 feet, form parcel of a subdivision into building lots of lands owned by the Respondent. This subdivision into building lots, some hundreds in number—which is designated "Hyde Park," was made with a view to selling the individual lots to any one willing to become a purchaser on the vendor company's terms. Some 22 of the lots in this subdivision are located in the various parts of it, have been sold by the Respondent to some seven several purchasers.

These three lots in question here have been acquired by the city as a site for a sewage pumping station—it being in the contemplation of the city to convey the sewage of a portion of the city by underground channels to the pumping station proposed to be erected on these lots where it is pumped up to a higher level into an outfall sewer which discharges it into the Grand River. Upon an application by the City of Brantford on notice to the Provincial Board of Health and all parties in interest, this Board issued its Order dated 2nd February, 1922, under subsection (11) of section 94 of "The Public Health Act" prescribing the manner in which such work should be carried on.

The enactment authorizing the Board to entertain this application is to be found as paragraph (d) of subsection (12) of section 94 of "The Public Health Act," and is set out in the Ontario Statutes of 1918. This paragraph reads as follows: "The Ontario Railway and Municipal Board may make an Order: (d) fixing the compensation to be paid for lands taken or injured in the construction of such works."

The Respondent makes claim for compensation under two heads:

(1) For lands taken, being the three lots above-mentioned;

(2) For injurious affection of seven lots—three on the east side and four on the west side of three lots taken by the applicant.

No claim is made for injury to the lots remaining by reason of the severance of the three lots taken; as no claim could well be made in the face of the case, Holditch and C.N.O. Railway Company (1916) A.C. 536, which is an apposite authority against such a claim upon facts similar, as to this phase, to the facts in this case.

Upon the first head of claim—raising the question of the quantum of compensation for the lands taken—there is little difference in the estimates of value suggested by the witnesses on either side. Two witnesses for the company—Messrs. Shultis & Brereton, real estate dealers—testified that the lots were worth $10.00 a foot; a third witness, Mr. Reid, also a real estate dealer, thought the lots worth $8.00 to $10.00 a foot. On the other hand, for the city, Mr. Pitcher, a real estate dealer, estimated the value of the lots at $8.00 to $9.00 a

foot; while Mr. Dowling, also a real estate dealer, placed a value on them of $8.00 a foot. Evidence was given by the city of sales of similar lots in the neighbourhood, between the years 1912 and 1919, at prices which show that the values sworn to by the city's witnesses are not far out. It was not denied that there is little demand for building lots in this locality. The population of the city of Brantford has fallen off in the last two years some 2,100, so that there has been little appreciation in values of realty in the outskirts, at least in recent years. Another thing tending to depress the values of lots in the locality in question is the fact that they are subject to flooding in the spring of the year, sometimes to a serious extent. On the evidence the Board concludes that an award of $1,000 would be fair, or approximately $9.00 per foot for the aggregate frontage of 114 feet of the three lots. It is in evidence that the city was willing to pay $900 or $1,000, though a formal tender was not made.

The second head of claim—that for injurious affection of certain lots—seven in number—on either side of the three lots expropriated, the Board is of the opinion that it cannot entertain. This claim is in respect of injury to the lots in question by reason of the proposed use of the land taken, and of the plant to be erected on it. No claim is made in respect of the mere construction of the building—indeed it is in evidence that the building is an ornate one, similar to a building erected by the city for a similar purpose at another place, and altogether unobjectionable as a structure, and the Board so finds. But it will be noted that under paragraph (d) of subsection (12) of section 94 of "The Public Health Act" above quoted, the Board has jurisdiction in respect of this head of claim, to fix compensation only for land injured in the "construction" of the works. It is to be observed that this Board is a creation by statute and its powers and jurisdiction are strictly limited by the statute bringing it into being. Paragraph (d) above referred to is the only enactment giving the Board jurisdiction to fix compensation in this matter, and it is expressly limited in respect of this head of claim to lands injured in the construction of the works. It seems clear that the Board's jurisdiction does not extend to awarding compensation in respect of injury resulting from the use or operation of the proposed pumping plant, and that was the only cause of injurious affection alleged and proved in respect of these seven lots of land.

The foregoing observations find ample support in authority, a reference to which shows that a clear distinction is drawn between injury from construction of works and injury from the subsequent use or operation of such works. The Holditch case reported in Appeal Cases (1916) 536, is entirely in point. In part the head note reads: "An owner is not entitled to compensation for injurious affection by noise, smoke and vibration to lands separate and disjoined from those taken. The language of s. 155 of the Railway Act (Dominion) is founded on that of the proviso to s. 16 of the Railways Clauses Consolidation Act, 1845, and the English decisions with regard to the effect of the latter section apply to the former."

In the leading case, Hammersmith, &c., Ry. Co. v. Brand, L.R. 4 H.L., 171, the House of Lords was called on to determine the scope of section 16 of the Railways Clauses Consolidation Act, where no part of the lands of the Claimant was taken, but where undoubtedly the lands were injured by "vibration from the use of the railway after construction" and in respect of which the jury assessed the amount of compensation at £272. Lord Colonsay, in delivering judgment, first sets out that the Claimant's lands were injuriously affected by the construction of the railway, and in respect of that injurious affection the Claimant was entitled to and had been properly awarded a specific sum. He then proceeds at p. 212:

"Then the question arises. How far that compensation is to go? Is it to go beyond the measure in which they are injuriously affected by the construction of the railway? Is it to be extended to any injury which their property has sustained by the *use* of the railway? Compensation has been awarded to them for the injury done by 'the construction of' the railway as affecting the access to this property, and the rights and so forth. The sum of £800 and odd has been assessed for that. But the question remains whether the statute, by this enactment, provides for compensation to be given for damage sustained, not only by reason of the construction of the railway and the works connected therewith, but by reason of the subsequent use of the railway by the running thereon of locomotives causing vibration, I mean, of course, the vibration unavoidable in the fair and proper use of the railway."

Then at page 213 he continues:

"I think this 16th section has reference altogether to the contruction of the railway and to certain things being done to enable the company to construct and repair the railway and to make it ready and fit for use."

The 16th section of the Railways Clauses Consolidation Act was by no means so clear as to its scope as the enactment conferring jurisdiction on this Board as may be inferred from the fact that Lord Chancellor Cairns dissented from a majority of the House and thought that under the 16th section of the above Act compensation might be awarded in respect of injury arising from the use and operation of the railway as well as from its construction. No such difference of opinion can arise as to the scope of the Board's powers under paragraph (d) above; they are clearly limited to awarding compensation for injury to lands caused by the construction of the works.

What is now section 325 of the Municipal Act was before the Supreme Court for consideration in the case—Toronto and The J. F. Brown Company, 55 S.C.R., 153. This section obliges a Municipal Corporation to make due compensation to the owner "Where land is expropriated for the purposes of a corporation or is injuriously affected by the exercise of any of the powers of a corporation or of the council thereof" under the authority of the Municipal Act, or of any general or special Act. It is obvious that the scope of this Act is far wider than that of the Board's enabling Act and clearly extends to empower the awarding of compensation for injurious affection of land, whether caused by the construction of works or by the use or operation of works, both construction and use or operation being in the exercise of the powers of a municipal corporation, and the Supreme Court so held. The Board has no jurisdiction to award compensation under this section of the Municipal Act, it being expressly provided by subsection (2) that the amount of compensation thereunder shall be determined by "Arbitration." "Arbitration" is defined by section 2 of the Act to mean arbitration under the provisions of the Municipal Act, which, in sections 332, et seq., contains a special code of procedure applicable in the premises. An order will issue in terms of the foregoing opinion.

The municipal corporation not having made any formal tender of any sum, the Board awards costs to the Respondent fixed at $50.00, in addition to disbursements actually paid to witnesses. The Applicant will also pay $15.00 to be affixed in law stamps upon the Board's Order.

(Sgd.) D. M. McIntyre,
Chairman.

Toronto, November 8th, 1922.

November 8th, 1922.

ORDER.

Upon the application of the municipal corporation of the City of Brantford to The Ontario Railway and Municipal Board, for an Order under subsection (12) of section 94 of "The Public Health Act," to fix the compensation to be paid by the Applicant to The Mohawk Land Company, Limited, for Lots Nos. 14, 15 and 16 in Hyde Park subdivision, plan 356, in the Township of Brantford, in the County of Brant, required by the corporation for the erection thereon of a sewage pumping station; in the presence of counsel for the Applicant and Respondent, and upon hearing read the proceedings in this matter and the evidence adduced, and what was alleged by counsel aforesaid:

1. It is ordered that the compensation to be paid by the Applicant to the Respondent for the lands aforesaid be and the same is hereby fixed at the sum of One Thousand Dollars.

2. It is further ordered upon payment of the said sum of One Thousand Dollars that the Respondent do convey to the Applicant the said lands free and clear of all encumbrances.

3. It is further ordered that the Applicant do pay to the Respondent costs of this matter which are hereby fixed at the sum of Fifty Dollars and witness fees properly and actually paid, on the Supreme Court scale.

(Sgd.) D. M. McINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 7535.

Application by the Township of Guelph, under section 399a of "The Municipal Act" as enacted by section 10, chapter 63, Ontario Statutes, 1921, for approval of its By-law No. 565. Restricted area on Elora Road, &c.

May 27th. Application and copy of by-law filed.

Sept. 15th. Hearing, pursuant to appointment, 11 a.m., Court House, City of Guelph. Application dismissed and approval of by-law withheld.

PROCEDURE FILE 7536.

Application by the City of Fort William, under section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, for approval of its By-law No. 2173, to establish restricted areas.

May 29th. Application and copy of by-law filed.

June 26th. New By-law No. 2176 filed.

Aug. 21st. Hearing, pursuant to appointment, 11 to 11.15 a.m., City Hall, Port Arthur. Application approved.

Aug. 30th. Order.

August 21st, 1922.

ORDER.

Upon the application of the said corporation, and upon reading the copy of the said by-law and the other material filed, and upon hearing what was alleged by counsel for the Applicant, no one appearing to oppose the application.

The Board orders, under and in pursuance of the provisions of section 399a of "The Consolidated Municipal Act, 1922," that the said By-law No. 2176, intituled "City of Fort William By-law No. 2176." "A by-law to establish building restricted districts or zones in the City of Fort William," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 7544.

Application by the City of Guelph, under subsection (11) of section 94 of "The Public Health Act," for an Order prescribing the manner in which the city shall carry on the work of construction of a 24 inch intercepting sewer along Waterloo Avenue, and into the city's property in the Township of Guelph.

May 31st. Application and material filed.

June 2nd. Hearing, pursuant to appointment, 11.30 a.m. to 12 m. Application granted, there being no opposition. Order to be prepared by Mr. Kerwin and submitted to county council for approval.

June 7th. Approved draft order filed.

June 7th. Order issued.

June 2nd, 1922.

ORDER.

Upon the above-mentioned application of the City of Guelph in the presence of counsel for the said city and for the County of Wellington and the Wellington and Guelph Suburban Road Commission, upon hearing read the resolution passed by the council of the Township of Guelph, and upon hearing read what was alleged,

The Board orders:

1. The City of Guelph may carry on the construction of a 24 inch intercepting sewer in the Township of Guelph in the County of Wellington under and along the County Road, known as the Waterloo Avenue, and on the southeast side thereof, from the city limits to the point opposite the City Sewage Farm in the Township of Guelph shown in the plan and profile on this application, thence into the said Sewage Farm to connect with the city sewage disposal plant: All in accordance with plan and profile filed with this Board by the said City or as the said plan and profile may be amended or varied from time to time by the Provincial Board of Health and subject to the agreement dated May 29th, A.D. 1922, between the City of Guelph and the County of Wellington with reference to the said sewer.

This order is without prejudice to all rights of any municipal corporation or private person with respect to the construction, repair and maintenance of the said sewer.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 7546. (P. 385).

In the Matter of the Application, under section 19 of "The Municipal Act," for incorporation of the Town of Hearst.

May 31st. Application and other material filed.

June 19th. Order, appointing enumerators.

July 31st. Resolution, petition, etc., filed.

Aug. 3rd. Order of incorporation issued.

June 19th, 1922.

ORDER.

It having been proposed that the inhabitants of the following locality be incorporated as a town, to wit, the lands situate in the Township of Kendall, in the District of Algoma, more particularly described as follows:

"Commencing at the intersection of the centre line of the road allowance between the Townships of Kendall and Way, where it is intersected by the northerly limit of the one chain road allowance laid out adjoining the north side, and parallel to the Canadian National Railway Divisional Yard and right-of-way; thence south along the centre line of the road allowance between the Townships of Kendall and Way, and the production thereof 64 chains, 90 links, more or less to the centre of the River Mattawishkwia; thence in a general course north-easterly following the middle thread of the said river to the intersection with the northerly limit of the one chain road allowance along the north side of the Canadian National Railway right-of-way; thence north-westerly following the said limit of the said last-mentioned road allowance to the point of commencement."

And it appearing to the Board that there is no sufficient proof that the said locality has a population of at least 500 as required by the provisions of section 19 of "The Municipal Act" in that behalf.

And it appearing to the Board that the population of the said locality should be determined by an enumeration of such inhabitants under an Order of the Board.

The Board orders and directs that the population of the said locality shall be determined by an enumeration of such inhabitants to be made by H. E. Powell and H. Perrault, two competent and trustworthy persons recommended to the Board for that purpose, and that the said H. E. Powell and H. Perrault shall proceed forthwith to make such enumeration, and to certify the same over their hands and signatures to this Board immediately thereafter, and verify the truth and accuracy of such enumeration by their several oaths; such enumeration to show in the case of each person appearing on such enumeration the christian name and the surname of such person, and also the street address, if any such address there be.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

August 3rd. 1922.

Order.

Upon the application by petition to the Board of not less than 75 male inhabitants of the locality hereinafter particularly described praying that the Board should issue its Order incorporating as a town the said locality under the name of the Town of Hearst.

And it having been established to the satisfaction of the Board by the certificate of L. V. Rorke, Esquire, Director of Surveys for the Department of Lands, Forests and Mines for the Province of Ontario, that the said locality has an area not exceeding 750 acres, to wit 640 acres.

And it further having been established to the satisfaction of the Board by the affidavits of Harry E. Powell and Henri Perrault that they did pursuant to the Order of the Board, dated 19th June, A.D. 1922, make an enumeration of the inhabitants of the said locality for the purpose of the said application and petition, and that the number of the said inhabitants was by said enumeration found to be at least 500, to wit, 573.

The Ontario Railway and Municipal Board under and pursuant to the provisions of "The Municipal Act" in that behalf doth hereby incorporate as a town under the name of the Town of Hearst the following locality situate in the Provisional Judicial District of Algoma more particularly described as follows.

All and singular that certain parcel or tract of land situate, lying and being in the Township of Kendall, in the District of Algoma, more particularly described as follows: "Commencing at the intersection of the centre line of the road allowance between the Townships of Kendall and Way, where it is intersected by the northerly limit of the one chain road allowance, laid out adjoining the north side, and parallel to the Canadian National Railway Divisional Yard and right-of-way; thence south along the centre line of the road allowance between the Townships of Kendall and Way and the production there of, 64 chains and 90 links, more or less, to the centre of the River Mattawishkwia; thence in a general course north-easterly following the middle thread of the said river to the intersection with the northerly limit of the one chain road allowance along the north side of the Canadian National Railway right-of-way; thence north-westerly following the said limit of the said last-mentioned road allowance to the point of commencement," such locality not lying within an existing township municipality, and having a population by actual enumeration of 573, and having an area of 640 acres.

The Board, under and pursuant to the provisions of section 31 of "The Municipal Act," doth Order and direct that the said incorporation shall take effect as and from the date hereof, to wit, the 3rd day of August, A.D. 1922.

The Board doth further order and declare that the first election of a mayor and six councillors of and for the said Town of Hearst, be held according to law; that Mr. E. Houle of the Town of Hearst be the returning officer, and Mr. J. D. Hotte be poll clerk, to hold said election, and that the nomination meeting for the nomination of candidates for the said several offices be held by the said E. Houle on Tuesday, the 15th day of August, A.D. 1922, at the hall of H. Perrault in the Town of Hearst, at ten o'clock in the forenoon; that in case more candidates are nominated for an office that are to be elected, the returning officer shall adjourn the proceedings until the 29th day of August, A.D. 1922, on which day a poll shall be opened by the said E. Houle at the said hall of H. Perrault at the hour of nine o'clock in the forenoon and shall be kept open until five o'clock in the afternoon of the same day.

The Board further orders and directs that except as herein is otherwise provided the proceedings in and about the said election and subsequent thereto shall be in accordance with the provisions of "The Municipal Act" in that behalf.

There shall be no fee on this order.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7560.

Application by The Byron Telephone Co., Ltd., under section 94 of "The Ontario Telephone Act, 1918," for approval of First Mortgage Bonds for an amount not exceeding $10,000, to repair damage to lines, equipment, etc., due to ice and sleet storms in March, 1922.

June 6th. Application and other material filed.

June 8th. Hearing, pursuant to appointment, 10.30 to 11 a.m., Court House, London. Material insufficient; further particulars to be furnished.

June 12th. Further material filed.

June 12th. Order.

June 12th, 1922.

Order.

Upon the application of the above-named Applicant, upon reading the application of The Byron Telephone Company, Limited, and other material filed.

The Board orders, without in any way certifying to the sufficiency of the security for the said issue, that the Applicant be, and is hereby authorized to issue First Mortgage Bonds of The Byron Telephone Company, Limited, to an amount not exceeding Ten Thousand Dollars ($10,000.00) the proceeds of the said issue to be used for the purpose of repairing and reconstructing the lines of the Applicant's system damaged by sleet.

And the Board further finds and declares, that the money, property or labour to be procured or paid for by the said issue of First Mortgage Bonds is reasonably required for the purposes specified in this order.

And the Board makes no order for costs, save and except that the Applicant shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7568.

Application by the City of Toronto, under section 4, chapter 38, Ontario Statutes, 1918, for amendment of the urban zones of the said city.

June 13th. Application and material filed.

July 4th. Hearing, pursuant to appointment, 11 to 11.35 a.m. Hearing adjourned pending amendments of zone. Other urban municipalities desiring to improve (by squaring, etc.) their urban zones, to be added as applicants.

Procedure File 7572.

Application by the Township of Etobicoke, under section 6, chapter 81, Ontario Statutes, 1918, for approval of its proposed by-law for designation of a definite area and the construction and extension of water mains, etc., in such area (area No. 1). ($55,000.)

June 14th. Application filed.

July 5th. Hearing, pursuant to appointment, 11 a.m. to 12.45 p.m., at Board's Chambers. Application granted. Application solicitor to draft order.

July 10th. Draft order filed.

July 11th. Order issued.

July 5th, 1922.

Order.

Upon the application of the said corporation, and upon reading the notice of the application, declarations of Stephen Barratt and H. L. Steele, filed, as to the posting up and publication thereof, and a copy of the said by-law, and other material filed, and upon hearing counsel for the applicants and those appearing in favour and in opposition to the application, the Board orders and certifies under and in pursuance of the said Act, being chapter 81 of the statutes of Ontario, 8 Geo. V, being a Special Act in reference to the Townships of Scarboro and Etobicoke that the said By-law No. , intituled "By-law No. "A by-law of the municipality of the Township of Etobicoke to set aside and designate a definite section or area in the Township of Etobicoke, to construct and extend a system of water mains and works in the area hereinafter described for the benefit of such defined area, and to provide for the expenditure of the sum of $55,000, in the construction thereof, and to authorize the issue of debentures of the Township of Etobicoke to the amount of $55,000 for the purpose of raising the said sum," be and the same is hereby approved.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

PROCEDURE FILE 7587.

Application by J. P. McLaughlin and others, owners, under "The Planning and Development Act" for approval of plan of part south-east quarter of the south half of lot 12, concession III, Township Tisdale, District Temiskaming.

June 15th. Application and blue print plan filed.

July 5th. Hearing, pursuant to appointment, 11.30 a.m., 12.45 p.m. to 1.30 p.m. Judgment reserved by Board pending search of Crown Land Records.

July 31st. Plan approved and certified.

PROCEDURE FILE 7596.

Application by the municipality of Alberton, under section 25 of The Ontario Telephone Act, 1918," for an Order fixing the price to be offered for the purchase of certain telephone plant and equipment of The Roddick & Crozier Telephone Co., Ltd.

June 19th. Application and material filed.

June 28th. Hearing, pursuant to appointment, 10 to 11.45 a.m., Court House, Fort Frances.

July 8th. Report of Vice-Chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

July 10th. Order.

REPORT.

The undersigned, having heard the evidence adduced on behalf of the Applicant and Respondent, and counsel for the Applicant and Respondent, recommends that the Board fix the price to be offered by the municipality of Alberton to The Roddick and Crozier Telephone Company, Limited, at One Thousand and Twenty-eight Dollars and Twenty-three Cents ($1,028.23). This amount is based upon the following computation:

10.9 miles of pole lead carrying 2 No. 12 G.I. wire brackets, at $91.20 per mile (including material and labour)	$994 08
5 miles No. 12 G.I. wire erected on poles the property of the subscribers, at $7.65 per cwt	63 11
174 Brackets, at $39.50 per 1,000	6 87
174 Insulators, at $61.25 per 1,000	10 65
Labour—Erecting 5 miles of wire and brackets	25 00
	$1,099 71
Less 3 years depreciation, 15% per annum	164 95
	$934 76
Plus 10% for profit	93 47
	$1,028 23

(Sgd.) A. B. INGRAM,
Vice-Chairman.

Toronto, July 8th, 1922.

July 10th, 1922.

ORDER.

Upon the application of the Applicant, upon reading the report of A. B. Ingram, Esquire, Vice-Chairman, who heard the evidence adduced on behalf of the Applicant and Respondent, counsel for the Applicant and Respondent, and other material filed.

The Board hereby fixes, pursuant to section 25 of "The Ontario Telephone Act, 1918," the price to be offered by the Applicant for the purchase of all

poles, wires and other telephone plant and equipment of which the Respondent is the owner at the sum of One Thousand and Twenty-eight Dollars and Twenty-three Cents.

And the Board orders and directs that the Applicant shall offer to purchase the said poles, wires and other equipment at the price so fixed.

And the Board makes no order for costs, save and except that the Applicant and Respondent shall each pay $5.00 for the law stamps required for this order.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7611.

Between:

The Municipal Corporation of the County of Lincoln,

Applicant,

—and—

The Hamilton, Grimsby & Beamsville Electric Railway Co.,

Respondent.

(Relocation of tracks of Respondent, etc., in Town of Grimsby and Village of Beamsville.)

June 29th. Notice of application filed.

July 7th. Reply filed.

July 18th. Hearing, pursuant to appointment, 11 to 11.30 a.m. Settlement arranged. Applicant's solicitor to draft order and submit to all parties in interest for approval. Adjourned "sine die" pending settlement of order.

Aug. 2nd. Approved draft orders filed.

Aug. 5th. Orders issued.

July 18th, 1922.

Order.

Between:

The Municipal Corporation of the County of Lincoln,

Applicants,

—and—

The Hamilton, Grimsby and Beamsville Electric Railway Company,

Respondents.

Upon the application of the above-named applicants, upon hearing counsel for the Applicants and Respondents:

(1) The Board orders that the Respondents, the Hamilton, Grimsby and Beamsville Electric Railway Company do relocate their line of railway through the Town of Grimsby in accordance with the plans and specifications of the County Engineer and under his supervision.

(2) That the work and material to be done and furnished by the Respondents shall be as follows:

(a) Such ties as are required for replacements at time track is opened, and estimated to be about 10 per cent. of number of ties in old track.

(b) All labour of relaying new track.

(c) All labour and material for bonding new track.

(d) All stone for cushion course on top of concrete base and two inches above under side of tie.

(e) Change all overhead to company's satisfaction where track is relocated.

(f) Provide all labour to shift and handle track during regrading operations.

(g) Salvage of rails to go to the Town of Grimsby.

(3) That the Respondents are to commence the work to be performed by them forthwith after receiving notice from the contractor constructing the

new pavement through the said Town of Grimsby of his intention to commence the work.

(4) The work to be performed by the said Respondents is contingent upon an agreement entered into between the Applicants and Respondents, and The Ontario Department of Highways under which the Applicants pay Six Thousand Dollars ($6,000.00) towards said work of relocation, the said town, Twenty-four Hundred Dollars ($2,400.00) and the said Department of Highways, Eight Thousand Dollars ($8,000.00) being acted upon and carried into effect.

(5) That each party do pay its own costs of this application.

(6) That the Applicant pay the Board's fee of $10.00.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

July 18th, 1922.

Order.

Between:

The Municipal Corporation of the County of Lincoln,

Applicants,

The Hamilton, Grimsby and Beamsville Electric Railway Company,

Respondents.

Upon the application of the above-named applicants, upon hearing counsel for the Applicants and Respondents.

(1) The Board orders that the Respondents, The Hamilton, Grimsby and Beamsville Electric Railway Company, do relocate their line of railway through the Village of Beamsville in accordance with the plans and specifications of the county engineer and under his supervision.

(2) That the work and material to be done and furnished by the Respondent shall be as follows:

(a) Such ties as are required for replacements at time track is opened, and estimated to be about 10 per cent. of number of ties in old track.

(b) All labour of relaying new track.

(c) All labour and material for bonding new track.

(d) All stone for cushion course on top of concrete base and two inches above under side of tie.

(e) Change all overhead to company's satisfaction where track is relocated.

(f) Provide all labour to shift and handle track during regrading operations.

(g) Salvage of rails to go to the Village of Beamsville.

(3) That the Respondents are to commence the work to be performed by them forthwith after receiving notice from the contractor constructing the new pavement through the said Village of Beamsville of his intention to commence the work.

(4) The work to be performed by the said Respondents is contingent upon an agreement entered into between the Applicants and Respondents and The Ontario Department of Highways under which the Applicants pay Six Thousand Dollars ($6,000.00) towards said work of relocation, the said village, Twenty-four Hundred Dollars ($2,400.00) and the said Department of Highways, Eight Thousand Dollars ($8,000.00) being acted upon and carried into effect.

(5) That each party do pay its own costs of the application.

(6) That the Applicant pay the Board's fee of Ten Dollars ($10.00).

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

PROCEDURE FILE 7613.

In the Matter of the Petition of Hugh R. Davies, et al, under section 9 of "The Local Improvement Act," against the construction of a pavement on Waller Street—between Rideau Street and Laurier Avenue, east—in the City of Ottawa.

June 29th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 10.30 to 10.50 a.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

REPORT.

Evidence was given that this street is not in very good condition. I recommend that the petition be dismissed on the City undertaking not to proceed with the preliminary work until the fall of 1923 and not to construct the pavement itself until the spring of 1924.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7620.

In the Matter of the Petition of Gustave Emond, and others, under section 9 of "The Local Improvement Act," against the construction of an asphalt pavement on Chapel Street—from Osgoode Street to Somerset Street—in the City of Ottawa.

June 30th. Petition filed.

Nov. 13th. Hearing, pursuant to appointment, 11.50 a.m. to 12.20 p.m., Council Chamber, City Hall, Ottawa.

Nov. 15th. Report of Mr. Commissioner Ellis filed and adopted.

REPORT.

Evidence was given that the street in question was macadamized three years ago, and that it is now in pretty good condition. All the property owners interested are opposed to the work. The City did not seriously deny the allegation that the street is now in pretty good condition and likely to remain so for sometime.

I recommend that the petition be allowed.

(Sgd.) J. A. ELLIS,
Commissioner.

Toronto, November 15th, 1922.

PROCEDURE FILE 7632.

Between:

The Corporation of the City of Fort William,

Applicant,

—and—

The Public Utilities Commission of the City of Port Arthur,

Respondent.

Application under section 65 of "The Ontario Railway Act," for determination of cost of extra mileage run by Fort William cars in Port Arthur as compared with mileage run by Port Arthur cars in Fort William.

July 7th. Application and material filed.

July 21st. Further material filed.

Aug. 21st. Hearing, City Hall, Port Arthur, 11.50 a.m. to 5.30 p.m. Amount to be paid as excess mileage by Port Arthur to Fort William fixed at $1,000 for 1922.

Aug. 30th. Award issued.

AWARD.

Whereas the said, the Public Utilities Commission of the City of Port Arthur and the council of the City of Fort William did refer to the arbitrament of the Ontario Railway and Municipal Board the determination of the excess mileage run by the cars of the City of Fort William in the City of Port Arthur over and above the mileage run by the cars of the City of Port Arthur in the City of Fort William for and during the year 1922, and the amount to be paid by the City of Port Arthur to the City of Fort William in respect of such excess mileage.

And whereas the said, The Ontario Railway and Municipal Board did take upon itself the burden of the said reference.

The Ontario Railway and Municipal Board, having duly weighed and considered the several allegations of the said parties and also the proofs which have been given in evidence before it and the parties to the said reference and represented before the Board consenting thereto, doth hereby make and publish its award in writing of, and concerning the matters above referred to it in manner following, that is to say:

The Board awards and adjudges that the City of Port Arthur do, in respect of the said excess mileage for the year 1922, pay to the City of Fort William on or before 31st December, A.D. 1922, the sum of One Thousand Dollars ($1,000).

The Board awards and adjudges that each of the said parties shall pay its costs of the arbitration.

(Sgd.) D. M. McINTYRE,
Chairman.

(Sgd.) A. B. INGRAM
Vice-Chairman.

Dated at Toronto, 30th August, A.D. 1922.

PROCEDURE FILE 7643.

Application by the Commissioners for the Telephone System of the municipality of Caledon, under section 86 of "The Ontario Telephone Act, 1918," for approval of sale by the Township of Caledon (as Trustees for the subscribers of the telephone system of the said township) to the Bell Telephone Co. of Canada, Ltd., of certain telephone plant and equipment located in the Township of Mono.

July 13th. Application and material filed.

Aug. 1st. Hearing, pursuant to appointment, 10.30 a.m. to 11.30 a.m., Township Hall, Caledon.

Aug. 2nd. Report of chairman (under section 9, chapter 196, R.S.O.) filed and adopted.

Aug. 2nd. Order.

REPORT.

The undersigned, having heard the evidence of all parties relative to this application, recommends that the annexed Order be adopted as the order of the Board.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

August 2nd, 1922.

ORDER.

Upon the application of the above-named Applicants, upon reading the report of Donald M. McIntyre, Esquire, K.C., Chairman, who heard the evidence adduced on behalf of all parties, and upon reading the said application and other material filed.

The Board orders, pursuant to the provisions of Sections 87 of "The Ontario Telephone Act, 1918," that the sale by the municipal corporation of the Township of Caledon, as trustees for the subscribers to the telephone system of the said municipality, to the Bell Telephone Company of Canada, Limited, of the poles, wires and other equipment located in the Township of Mono, in the County of Dufferin, and erected upon the highways of said township, be and the same is hereby approved.

And the Board makes no order for costs, save and except that the Applicants shall pay $10.00 for the law stamps required for this order.

(Sgd.) D. M. McINTYRE,
(Seal.) *Chairman.*

PROCEDURE FILE 7654.

Between:

The Commissioners of The Queen Victoria Niagara Falls Park,
Applicants,

—and—

The International Railway Co.,
Respondent.

(For Operation of Service.)

July 14th. Application filed.

July 19th. Hearing, pursuant to appointment, 11 a.m. to 12.15 p.m. Board directs that company commence to operate service forthwith. If operation by company not commenced forthwith (within reasonable time under the circumstances, without avoidable delay) Board will take possession of, and operate railway. (See Reporter's notes.)

July 19th. Order, directing operation of service forthwith, issued.

July 19th, 1922.

ORDER.

Upon the application of the commissioners for the Queen Victoria Niagara Falls Park, and upon hearing what was alleged by counsel for the Applicants and by counsel for the Respondents, and it appearing to the Board that the Respondents' Railway is an electric railway operated between the Police Village of Queenston and the Village of Chippewa, both in the Province of Ontario, under an agreement with the Applicants.

And it further appearing that no car service has been furnished by the Respondents upon the said electric railway since the 2nd day of July, 1922.

The Board doth order and direct that the Respondents, the International Railway Company do commence forthwith to operate its said railway from Queenston to Chippewa and continue to operate it between the hours of 6.30 a.m. and 6.30 p.m. during each and every day.

(Sgd.) D. M. McINTYRE,
(Seal.) *Chairman.*

PROCEDURE FILE 7668 (P. 402).

Application by The Toronto and York Radial Railway Co., under "The Ontario Railway Act," for approval of plan of proposed change of location of Finch's siding on the Metropolitan Division of its Railway.

July 17th. Application and blue print drawing, dated July 7th, 1922, filed.

Aug. 3rd. Further material filed.

Aug. 15th. Hearing, pursuant to appointment and enlargement, 11 a.m. to 12 p.m. Adjourned *sine die* for settlement, either party to bring the matter up again on six days' notice.

PROCEDURE FILE 7680.

Application by the City of Toronto, under section 399a of "The Municipal Act" (section 10, chapter 63, Ontario Statutes, 1914) for approval of its By-law No. 9285, restricted area on Spadina Road from St. Clair Ave. to Austin Terrace.

July 28th. Application and copy of by-law filed.

Aug. 9th. Hearing, pursuant to appointment, 11 a.m. to 12 m. Application granted.

Aug. 9th. Order.

August 9th, 1922.

ORDER.

Upon the application of the said corporation and upon reading the material filed by William Johnston, Esquire, K.C., Solicitor for the Applicant and upon hearing what was alleged by Counsel for the Applicant, no one appearing in opposition;

The Board orders, under and in pursuance of the provisions of section 399a of "The Municipal Act" as enacted by section 10, chapter 63, Ontario Statutes, 1921, that By-law No. 9285 intituled "A by-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Spadina Road from St. Clair Avenue to Austin Terrace, for any other purpose than that of a detached private residence," be and it is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7681.

Application by the City of Toronto, under section 399a, subsection (2b) of "The Municipal Act," for approval of its By-law No. 9250, repealing By-law 8815 as to No. 46 Roxborough St. West.

July 21st. Application and copy of By-law filed. (See P.F.F. 6841 and 7384.)

Aug. 9th. Hearing pursuant to appointment, 11 a.m. to 12 m. Application granted.

Aug. 9th. Order.

August 9th, 1922.

ORDER.

Upon the application of the said corporation and upon reading the material filed by William Johnston, Esquire, K.C., Solicitor for the Applicant, and upon hearing what was alleged by Counsel for the Applicant, no one appearing in opposition;

The Board orders, under and in pursuance of the provisions of section 399a of "The Municipal Act," as enacted by section 10, chapter 63, Ontario Statutes, 1921, that By-law No. 9250 intituled "A by-law to repeal By-law No. 8815, as to No. 46 Roxborough Street West, restricting Roxborough Street West to detached private residences," be and it is hereby approved.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7686.

Between:

Canadian National Railways
(Canadian Northern Realties, Ltd.),

Appellant,

—and—

The Town of Capreol,

Respondent.

(Assessment Appeal.)

July 24th. Appeal filed.
Aug. 15th. Hearing, pursuant to appointment, 12 m. to 3.55 p.m. Judgment reserved.
Oct. 10th. Judgment delivered.
Oct. 25th. Approved draft Order filed.
Oct. 25th. Order.

Opinion of the Board.

This appeal raises a question involving the construction of subsection (3) of section 47 of "The Assessment Act." The Appellant affirms and the Respondent denies that a certain building, the property of the Appellant, is exempt from assessment. The building in question, as the evidence hereafter excerpted and summarized will show, may be shortly described as a railway Y.M.C.A. building intended to serve as a club and social and recreational centre for the company's employees in Capreol; besides providing for them limited lodging accommodation, meetings of a religious and also of an entertaining character are held in it periodically. The building is owned by the railway company and is conducted by the Y.M.C.A., a permanent secretary of that association being in charge.

Subsection (3) of section 47 above referred to reads thus:

"(3) Notwithstanding anything in this Act contained, the structures, substructures, superstructures, rails, ties, poles, wires and other property on railway lands and used exclusively for railway purposes or incidental thereto (except stations, freight sheds, offices, warehouses, elevators, hotels, roundhouses and machine, repair and other shops) shall not be assessed."

Subsection (3) as it now appears in "The Assessment Act" was not in the original revised Act as passed in the session of 1904. There appeared in that Act the following words which were appended to paragraph (d) of subsection (2):

"But the telephone and telegraph plant, poles and wires which are used exclusively in running trains or for any other purposes of a steam railway and not for commercial purposes shall, as heretofore, be exempt from municipal assessment or taxation."

By section 13, chapter 36 of the Ontario Statutes of 1906 the foregoing paragraph was struck out and subsection (3) of section 47 as it now reads was substituted. Prior to the amendment of 1906 the only portion of the section dealing with the exemption of structures, substructures and superstructures, rails, ties, poles of a railway company was paragraph (a) of subsection (2), which in the revision of 1904 and also in the Revised Statutes of 1914 reads thus:

"(a) The roadway or right of way (to be assessed) at the actual value thereof according to the average value of land in the locality; but not including the structures, substructures and superstructures, rails, ties, poles and other property thereon."

It is to be noted that this paragraph exempts from assessment only "structures, substructures, superstructures, rails, ties, poles," on the roadway or right of way of the company. If this paragraph (a) were the only enactment to be construed and applied, no doubt the rule of interpretation ejusdem generis adopted by the learned County Judge would apply, and the meaning of the general words, "structures, substructures and superstructures" would be controlled by the particular words following "rails, poles, ties," and restricted to things similar to "rails, poles, ties." This conclusion is strengthened by the fact that the "structures, substructures and superstructures" excepted are on the roadway or right of way of the company.

But what is now subsection (3) enacted in 1906 presents features differing essentially from paragraph (a) of subsection (2). In the first place it is dealing with and exempting "structures, substructures, and superstructures" upon railway lands not merely things on the roadway or right of way. In the next place while the exempting provision in subsection (3) consists of general words "structures, substructures, superstructures" followed by particular words "rails, ties, poles, wires," that exempting provision is followed by an excepting paragraph which reads "except stations, freight sheds, offices, warehouses, elevators, hotels, roundhouses, and machine, repair and other shops." Now the effect of this excepting paragraph is to indicate that in the view of the Legislature the earlier words in the subsection "structures, substructures, superstructures" have a meaning wide enough to include the structures specifically enumerated in the excepting paragraph, hence the need of the excepting paragraph to take the particular structures therein enumerated out of the exempting provision of the subsection. If the terms "structures, substructures, superstructures" in subsection (3) are wide enough to include the particular structures enumerated in the excepting paragraph, those terms are wide enough to include the railway Y.M.C.A. building in question here; it being undoubtedly a structure on railway lands.

The further question must be considered, is it "used exclusively for railway purposes or incidental thereto?" The answer to this question turns upon a consideration of the character of the building and the uses to which it is put.

Mr. Crombie, now the assistant to the Vice-President in charge of operation, tells how the building came to be erected by the Canadian Northern Railway Company, in substance as follows, p. 19, notes of evidence: "It was built on my recommendation as General Superintendent of the Ontario Division. We were much concerned over the conditions that surrounded the men in our employ, and it was affecting the service materially. The original recommendation I have on my file and it was the foundation for the action which followed. . . . . This is a copy from my file as General Superintendent: 'I wish to recommend the institution of a railway branch of the Y.M.C.A. with suitable building at Capreol.' One of the rooms in the Y.M.C.A. building was set aside for hospital purposes."

P. 21, in answer to the question: "Is the building operated entirely for railway purposes?" Mr. Crombie answered: "Certainly, that was the only object in putting it there."

Further at p. 22, Mr. Crombie says: "We had provided a certain number of dwellings in order to take care of the married men, but this Y.M.C.A. was absolutely necessary to take care of the unmarried men and the juniors up there."

At p. 24 in answer to a question, Mr. Crombie says: "$1,800 is paid yearly (by the company) towards the salary of the secretary of the Y.M.C.A. for the purpose of maintaining a moral influence around the building. The moral conditions were bad and it (the building) has done all we expected."

Mr. Goad, the Superintendent of the railway at Capreol, in answer to questions gave this testimony (p. 67, notes):

Q.—Do you know for what purpose this building which is now operated by the Y.M.C.A. was built?

A.—For railway purposes.

Q.—Why was it done?

A.—To provide accommodation for railway employees.

Q.—What was the necessity for that?

A.—About five or six years ago there was practically nothing at Capreol at all, and when the line was operated through the west and the line connected up from Ottawa with the line from Toronto, a divisional point was organized there.

Q.—What did that necessitate as to men?

A.—That necessitated providing living accommodation for them.

Q.—Did it necessitate any increased amount of people living there?

A.—At Capreol originally there were only one or two people living there and to-day there is a population of 1,500 or 2,000.

Q.—Composed of?

A.—Railway employees and merchants.

Q.—What proportion?

A.—Seventy-five per cent. would be railway employees and the balance would be merchants and other men that come to the point.

Q.—What did the railway consider they should do?

A.—The trainmen for instance were living in cabooses. They had no other accommodation, and the engineers they had small bunk houses to live in, and likewise we had an hotel, but we found that did not take care of our railway employees properly and it was necessary to furnish a more commodious building, and after having the building prepared we turned it over to the Y.M.C.A. to operate for the railway company.

A lease dated 11th February, 1921, between The Canadian Northern Railway Company and the National Council of the Young Men's Christian Association of Canada was put in whereby the former leased to the latter the building in question together with certain chattels and furniture for the period of five years from 21st September, 1920. The company covenants to provide fuel, water and light free, to make certain repairs and renewals, to insure the building and contents belonging to the company and to pay $150 a month towards the upkeep of the branch. On its part the association covenanted to appoint and pay a local secretary to have general charge of the branch, to provide suitable lodging, up to the capacity of the building, for its members and the employees of the railway company at charges satisfactory to the company's superintendent, to make certain repairs, to keep the premises clean and to ensure proper supervision of the branch by the association's travelling secretaries or inspectors. The

building is to be used only as a branch of the Y.M.C.A. and there is a prohibition on the carrying on on the premises of any business other than that authorized by the lease as above summarized. The rental payable to the company is one dollar per year. The lease contains no provision for the payment of taxes on the building and premises.

Mr. Goad testified, p. 8 of notes, that the building cost $80,000. The company contributes $1,800 a year for salary of the association's secretary, $1,500 for heating, $200 water and light, and these items with interest on the capital cost and the loss by depreciation of the building make up in his judgment an annual outlay in cash or its equivalent of $10,000.

At p. 10 of the notes, Mr. Goad says: "I have charge of the building just the same as the station. . . . The Y.M.C.A. building provides living accommodation practically exclusively for railway employees, and then we have one room in addition where any person who happens to come in over night can get a room there."

In answer to questions, Mr. Goad testified as follows:

Q.—What floors of the building are devoted to the lodging house part?
A.—Second and third floors.
Q.—There are three floors?
A.—Yes, and basement.
Q.—The main floor is where the offices are?
A.—Yes, offices and reading room and billiard and pool room.
Q.—And then down stairs?
A.—Down stairs is where the bowling alley is.

. . . . . .

Q.—You say upstairs are for railway employees?
A.—Yes, for agents and conductors, engineers, firemen, all classes of clerks and railway men.
Q.—Would any person be allowed there as long as he is a member of the "Y"?
A.—No.
Q.—But a transient could get a room there?
A.—Our agreement provides when we opened the building it was decided that railway men would have accommodation first and we have never had any accommodation for any other.

On p. 12 of notes of evidence, Mr. Goad says: "Before we had the Y.M.C.A. at Capreol our men were playing poker, they were gambling, they were drinking, they were lawless; the Y.M.C.A. has remedied that condition, there is no question about it. To-day in Capreol our employees are a much better behaved class of men by reason of the Y.M.C.A. than they were before, and that experience is the same on the Canadian Pacific Railway."

Again at p. 13 of the notes, Mr. Goad testifies: "We give our employees a whole lot for nothing, there is $10,000 there that the railway contributes because it knows that by reason of having these men living under better conditions we have better men, and better employees and better service. That is why we spend the money, in other words we would not sink $80,000 into that building unless we would get something for the railway."

Dr. Michell, chief medical officer of the Canadian National Railways, testifies at p. 16, et seq, of the notes: "It (the building) was built largely to offset the bad rooming conditions at Capreol, and to provide a place for recreation and I think for the general uplift of the railroad community. . . . Conditions

were very bad in the way of overcrowding and the town had grown very rapidly and the living conditions had not kept pace with that growth, and there was considerable discontent amongst the employees with regard to the impossibility of keeping themselves clean, and there was no particular centre of recreation for them. . . . I have on record a letter I wrote Mr. Hungerford, then general manager of the eastern lines, on the 12th February, 1918, in which I outlined the poor conditions that existed there, and I made some suggestions in regard to remedying those conditions . . . and one of the recommendations I made was that the company erect a building to be used for the purpose of a railway men's club, and that it be given into the hands of the Y.M.C.A. to be used along the lines that are followed by the Y.M.C.A."

Mr. Smith, the secretary of the Y.M.C.A. at Capreol, testified that there are in the building thirty-six bedrooms, fifty-three beds, and thirty-eight roomers, and that until a few months ago the rooms were constantly filled. Mr. Smith testified that a boys' bible class is held on Sunday, and a song service in the evening with an address, and each month during the winter a meeting is held to which women are invited.

From this summary of the evidence the Board is satisfied that the building in question is in the words of the Statute "used exclusively for railway purposes or incidental thereto," and the Board so finds. A railway company requires for the carrying on of its operations not merely inert mechanical agencies, but as well an extensive, trained personnel. It is not enough that the individuals of this personnel should be expert in the technique of their calling, it is of the utmost moment both to the public and the company that they should be trustworthy in a high degree, for upon their prompt and conscientious discharge of their duties depends the safety of lives and property. The company found that the conditions prevailing in Capreol, as in the case of most frontier towns, were such as to impair the health, and to undermine character, and deprave the morale of its employees, especially the younger men. On the advice of some of its higher officials, including the chief medical officer, the company solely to remedy such conditions, and from its point of view, in the interest solely of railway operation, at an initial expenditure of $80,000, and an annual burden of $10,000 in cash or its equivalent, have constructed and are maintaining the building, and officials of the company say that the results have justified the expenditure.

If the interpretation placed by the Board on the relevant section of the Statute is correct, and the exempting subsection is wide enough to include a structure such as that in question here, the Board finds no difficulty in reaching the conclusion that this building is exempt from assessment.

There will be an Order directing that the item bearing Roll No. 4 on the assessment roll be struck off on the ground that the same is exempt from assessment.

There will be no costs to either party, but the Respondent will pay $10.00 in law stamps on the Order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto the 10th day of October, A.D. 1922.

October 10th, 1922.

ORDER.

The appeal of the said Appellant from the decision of the Judge of the District Court of the District of Sudbury dismissing the appeal of the said Appellant from the decision of the Court of Revision for the Town of Capreol confirming the assessment of the Town of Capreol for municipal purposes on the building known as The Railway Young Men's Christian Association made in the year 1922, on which municipal taxes for all purposes for the year 1922 would be levied, the assessment of said building being No. 4 on the assessment roll of the said Town of Capreol, on the ground that the said building is not assessable by virtue of subsection (3) of section 47 of "The Assessment Act," Ontario; having come on to be heard before this Board at a sittings holden at Toronto on the 15th day of August, 1922, in the presence of Counsel for the Appellant and Counsel for the Respondent, upon hearing the evidence adduced and what was alleged by Counsel aforesaid, and judgment having been reserved until this day;

1. It is ordered that the said appeal be and the same is hereby allowed, and that the said assessment numbered 4 be struck out on the ground that the same is exempt from assessment.

2. And it is further ordered that the Respondent do forthwith pay $10.00 in law stamps on this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7709 (P. 406).

Application by The Toronto Transportation Commission, under "The Ontario Railway Act," for approval of plan of tract construction on Kingston Road, Queen Street to Victoria Park Avenue.

Aug. 4th. Application and blue print Drawing No. R7, R94 filed.

Aug. 8th. Engineer's report filed and amendment of plan directed.

Nov. 15th. Objection filed by property owners.

Nov. 20th. Hearing, pursuant to appointment, 10.30 a.m. to 12.15 p.m. View, 2 to 2.30 p.m. After hearing and view Board's engineer directed to report to Board. Judgment reserved pending report.

Nov. 22nd. Engineer's report filed.

August 4th, 1922.

ENGINEER'S REPORT.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

(Kingston Road from Queen Street to Victoria Park Avenue.)

SIR:—I have examined Plan No. R7, R94, of the Toronto Transportation Commission, showing the proposed double track on Kingston Road from the loop near Queen Street to the City Limits at Victoria Park Avenue where the line ends with another loop.

This plan is satisfactory and I recommend it for approval as regards location, type of rail and special work, omitting the method of construction on which engineering opinion differs.

Yours truly,
(Sgd.) H. W. MIDDLEMIST.

November 21st, 1922.

ENGINEER'S REPORT.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

Re Kingston Road Loop—Victoria Park Avenue.

SIR:—I went yesterday afternoon, in company with the members of your Board, and looked over the ground where the Toronto Transportation Commission propose to place a loop on the north side of the Kingston Road between Victoria Park Avenue and Bingham Avenue, shown on their plan R5-68; also the ground to the south of the Kingston Road opposite the above-mentioned location.

I understand that certain residents in the locality object to this loop being put down on the north side of the Kingston Road, their claim being that it will endanger the lives of children and will generally cause annoyance to property owners, and that they desire the loop to be put to the south side of Kingston Road where there are few, if any, houses.

(1) *With regard to a loop on the north side.* The west bound main line track ends on the Kingston Road. The east bound main line track curves north on to Victoria Park Avenue, continuing along it for a distance of 300 feet more or less when it leaves this street and turns in a westerly direction on to private right of way 50 feet wide and about 210 feet long to Bingham Street, thence south along that street for about 266 feet to the west bound track on Kingston Road. On the private right of way, it is proposed to lay down a second track running into the loop on Victoria Park Avenue and Bingham Street. This would give a double straight track on the right of way of about 176 feet, or sufficient room to stand a car and trailer coupled and a single car on each track, allowing 110 feet for the car and trailer and 52 feet for a single car with ample space between them. The ground is practically level all over except where the right of way ends at Bingham Street, which is about two feet higher, falling towards Kingston Road, but since the present surface of the right of way would be sub-grade the rail level would be about 18 inches or 20 inches higher, so the rail would be about right with the grade on Bingham Street. There are no engineering difficulties of any kind and, from an operating point of view, this location should be satisfactory since the loop adjoins the terminus of the Toronto and York Radial single line at the City Limits on Victoria Park Avenue. The elements of danger to children and others using the streets will, to my mind, be neither more nor less than for any other loop in the city and proper precautions will have to be taken to reduce the speed of all cars crossing the sidewalks.

(2) *With regard to a loop on the south side.* This loop would leave the east bound main track at Bingham Street and would follow that street for about 290 feet south, then curving east on to a private right of way through the two back lots 147 and 152 shown on plan R5-121 for a distance of 176 feet 8 inches to Victoria Park Avenue, thence along it for about 160 feet north to the west bound track on Kingston Road. If on the private right of way a double track is laid similar to that shown on plan R5-68 for the loop on the north side of Kingston Road, returning into single track at each end on Bingham Avenue and Victoria Park Avenue, there would be a length of about 140 feet tangent on each track as against 176 feet for the north side plan, or sufficient to stand a car and a trailer instead of a car and trailer and a single car, which would mean a loss of room for a single car in operation, and it is up to the Commission to show your Board that this would or would not mean delay in car service.

Plan R5-121 shows the loop just described and also the contour of the ground. To follow the present surface of Bingham Avenue, starting from

Kingston Road, it will be seen that the grades are as follows, namely, 2.8% for 120 feet, 5.6% for the next 85 feet, then 3% to the point where the loop goes to the private right of way, all descending grades. From this point there would be ascending grades as follows, namely, 3.2% on the private right of way used for storing cars which would be out of the question and need not be further considered, then 4.1%, 4.4% and 2.2% back to Kingston Road.

The location of this loop would, in my opinion be satisfactory if it were not for the above-mentioned grades which render its use out of all question; in fact, if it were on level ground I should be inclined to prefer it to the one on the north side in spite of there being less storage room.

To make it so it could be serviceable it would be necessary to fill Bingham Street, the private right of way and Victoria Park Avenue. Starting at zero at the intersection of Kingston Road and Bingham Avenue, and going south along the latter for 290 feet, the depth at this point would be at least 10 feet, the deepest part being about 11.5 feet about the centre of the right of way, then gradually running to zero again at Kingston Road and Victoria Park Avenue. Whether this could be done without damaging the property along these streets, I am not in a position to say because the fill on both sides would have to be continued on south for probably not less than 400 or 500 feet past the loop in oder to taper it out to the street level again, in which case the streets would be very much higher for this distance than they are now. This, of course, is a question that the City Roadway Department would have to be consulted on and I doubt if they would be willing to entertain it from an engineering point of view as the cost would be great. Apart from this, the one serious objection is that a deep fill of this kind has a very considerable shrinkage and it would mean a continual raising of the tracks and re-filling from time to time until the earth had become completely consolidated and it might be two or three years or even longer before any paving could be done.

It is certainly unfortunate that the contour of the ground makes it out of the question to put in the loop to the south of Kingston Road without having an expensive fill for had it been level, or nearly so, I am of opinion that this location would have been preferable to the one on the north side for it would have probably eliminated all or nearly all objection by the people living in the district and would have kept the cars away from their houses. If the Toronto Transportation Commission and the city authorities are willing to do the necessary filling, provided it is possible to do so, and without serious damage to property owners on any portion of the streets to the south, I do not see that your Board could have any objection to the location as shown on the plan R5-121 as prepared to-day at my request, but the grades shown thereon are impracticable as they follow the present contour and without the fill any loop to the south of Kingston Road at this place would be out of the question.

As to the danger arising from the four crossings of the sidewalk which appears to be one of the objections, I might point out that this would be the same whether the loop is on the north or south side of Kingston Road when the property is built on to the south, and is a matter of precaution in operation. If there is any other location on the south side of Kingston Road suitable for a loop, and which would be more satisfactory to all parties interested, I have not heard of it and am, therefore, unable to express any opinion.

Yours truly,

(Sgd.) H. W. Middlemist.

PROCEDURE FILE 7712.

Between:

Page-Hersey Tubes, Ltd.,

Appellant,

—and—

The Township of Crowland,

Respondent.

(Assessment Appeal.)

Aug. 5th. Notice of appeal filed.

Sept. 19th. Hearing, pursuant to appointment, 1.30 to 2.50 p.m., at Board's Chambers. Application dismissed, law stamps, $10.00, to be paid by Appellant. Order to be prepared by Respondent's Solicitor and approved by Appellant's Solicitor.

Sept. 22nd. Approved draft Order filed.

Sept. 22nd. Order issued.

Sept. 30th. Notice of appeal filed.

September 19th, 1922.

ORDER.

This appeal against the judgment of J. S. Campbell, Esquire, the Judge of the County Court of the County of Lincoln, acting for the Judge of the County Court of the County of Welland, from the decision of the Court of Revision of the Township of Crowland and fixing the value of the buildings of the Appellant, mentioned in the notice of appeal, at the sum of $300,000.00 for assessment purposes for the year 1922, coming on for hearing before this Board on the 19th day of September, 1922, in the presence of Counsel for the Appellant and for the Respondent, upon reading the notice of appeal and the evidence and proceedings had and taken before the said Judge and upon hearing Counsel as well for the Appellant as for the Respondent;

2. It is ordered and adjudged that the appeal of the above-named Appellant, the Page-Hersey Tubes, Limited, against the decision of the Judge of the County Court of the County of Lincoln, acting for the Judge of the County Court of the County of Welland, dated the 28th day of July, 1922, in respect of the Appellant's said assessment on its buildings in the Township of Crowland for the year 1922 be and the same is hereby dismissed and that the judgment of the said County Judge fixing the assessment of the Appellant in respect of the said buildings in the Township of Crowland for the year 1922 at the sum of $300,000.00 be and the same is hereby affirmed.

3. And it is further ordered and adjudged that the Appellants pay the sum of Ten Dollars in law stamps to be affixed to this judgment, and that in case the same are paid and affixed by the Respondent the same shall be taxable against and paid by the Appellant to the Respondent, and that, save as aforesaid, there shall be no Order as to the costs.

(Sgd.) D. M. MCINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7715.

In the matter of the petition of B. J. Gillies, et al, under section 9 of "The Local Improvement Act," against the construction of a granolithic sidewalk on the northerly side of Burwash Street, from John Street on the west to a point

on the southerly limit of Reserve "J," Burwash Street distant 291 feet east from John Street in the Town of Arnprior.

Aug. 9th. Petition filed.

Oct. 30th. Hearing, pursuant to appointment, 10 a.m., Council Chamber, Town Hall, Arnprior.

Nov. 1st. Report of Mr. Commissioner Ellis (under section 9, chapter 186, R.S.O.) filed and adopted.

Nov. 15th. Approved draft Order filed.

Nov. 15th. Order issued.

REPORT.

At the hearing the Mayor stated on behalf of the Town Council that the proposed work had been initiated by the Town Council under the impression that two of the three property owners concerned were in favour of it, but that it now appeared that two of the property owners were opposed to the work and only one in favour of it. For this reason the Town Council was now taking a neutral position in the matter.

Burwash Street, on the north side of which it was proposed to construct a granolithic sidewalk, is about 35 feet wide and about 300 feet long. It is not a through street. On the south side of the street a plank sidewalk was constructed many years ago. This sidewalk is now in a very dilapidated and almost dangerous condition, and will clearly require replacing with another sidewalk at a very early date. In the rear of some of the buildings on the south side of the street there is a mill which is not at present being operated; when it is the traffic along the street will almost entirely be along the sidewalk on the south side, and this to a certain extent is at present the case. On the north side of the street the lot owned by the petitioner, B. J. Gillies, has a frontage of 150 feet, but the lot itself fronts on John Street and it is only a side of it which is on Burwash Street. There are three houses fronting on Burwash Street on its north side and towards the end of the street.

I do not see any particular necessity for having sidewalks on both sides of this street for its entire length, and especially do I not see any necessity for a sidewalk along the 150 feet of the lot owned by B. J. Gillies on the north side of the street. I think the public interests would be best served by constructing a granolithic sidewalk on the south side of the street in place of the present plank sidewalk. Then a crossing might be put in where there is at present a wooden crossing, and a granolithic sidewalk constructed on the north side of the street from this crossing to the end of the street and in front of the three houses on this side.

For the above reasons I recommend that the petition against the proposed work be allowed.

(Sgd.) J. A. ELLIS,
Commissioner.

Dated at Toronto this 1st day of November, A.D. 1922.

November 3rd, 1922.

ORDER.

Upon the application of the petitioners, and the Board having duly authorized Mr. Commissioner Ellis, under section 9, chapter 186, R.S.O. (1914), to report to the Board upon the questions arising herein, and to take evidence for the purpose of such report, and Mr. Commissioner Ellis having heard the evidence

adduced and what was alleged by Counsel for all parties interested and having made his report to the Board, and such report having been this day adopted as the Order of the Board;

1. It is ordered that the prayer of the petition be allowed and that the Municipal Council for the Town of Arnprior are hereby restrained from carrying out the proposed improvements on Burwash Street under the resolution of the Council herein dated the 12th day of July, 1922.

2. The Board does not see fit to allow costs to any of the parties.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7716.

In the matter of the application of the Corporation of the City of Toronto, under subsection 39a of section 399 of "The Municipal Act," as enacted by 7 Geo. V, chapter 42, for approval of its proposed by-law providing for the buying, storing and selling of fuel (expenditure not to exceed $600,000).

Aug. 10th. Application and material filed.

Aug. 12th. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Application granted. Order to issue.

Aug. 12th. Order.

August 12th, 1922.

Order.

This application coming on for hearing this day before the Board in pursuance of appointment for hearing issued by the Board and duly advertised, in the presence of Counsel for the Applicant, and upon hearing what was alleged by the said Counsel;

The Board orders, under and in pursuance of the provisions of section 399, subsection 39 (a) of "The Municipal Act," that the said provisional by-law intituled "By-law No. ...., being a by-law to authorize the buying and storing of fuel and the selling thereof to dealers and residents of the municipality," be and the same is hereby approved, subject to the conditions and provisions hereinafter set forth;

And the Board orders and approves that the Applicant shall, subject to the provisions of the said by-law and subject to the terms and conditions of this Order, have power and be at liberty to buy and store fuel and sell the same to dealers and residents of the City of Toronto;

And the Board orders that the powers aforesaid shall be exercised subject to the following conditions:

(1) That the Treasurer of the said Corporation shall keep separate, accurate, detailed and itemized accounts and returns of all fuel purchased, the quantity thereof, the purchase price thereof, the bank discount or exchange in connection with the payment of such purchase price, the freight and other expenses of transportation or importation of such fuel, the expense of unloading, transferring, storing, delivering and distributing the same, all proper charges for maintenance, depreciation, expense of vehicles, horses or other motive power, and all wages and incidental and overhead expense, and every factor properly to be included in the cost to the said corporation of operating its fuel business, and that the fuel shall be sold for cash only and upon a strictly cash basis at a price to cover all such cost, charges and expense, and that the said Treasurer shall keep separate, accurate, detailed and itemized accounts of the stock of fuel on hand and the

total cost thereof and of storage, delivery and distribution of same as aforesaid, and of all sales and the net prices realized, and such further details and particulars as may be ordered by the Board from time to time, and that the said Treasurer shall quarterly file the same with the Ontario Municipal Bureau at the City of Toronto;

(2) That no greater liability or obligation shall be incurred under the authority or in pursuance of the said By-law No. ...., than $600,000;

(3) That should at any time any deficit arise from the buying, storing or selling of such fuel, from any cause whatsoever, the same shall be met by the said corporation out of its current revenue derived from its current taxes;

(4) That the said corporation shall have power, subject to the approval of the Board, to make rules and regulations governing the purchase, sale and distribution of all such fuel.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 7717.

In the matter of "The Planning and Development Act," being 8 Geo. V, chapter 38, as amended by 9 Geo. V, chapter 53, and

In the matter of a plan of subdivision of part of lot 5, in the second concession of the Township of Neebing, in the District of Algoma, now in the City of Fort William.

Aug. 10th. Application filed.
Aug. 21st. Hearing, City Hall, Port Arthur. Judgment reserved.
Aug. 30th. Opinion delivered.

August 30th, 1922.

OPINION.

Upon the application of the Council of the City of Fort William, and upon hearing what was alleged by Counsel on behalf of the said City of Fort William, and upon hearing the Counsel for Messrs. Cooper, the propounders of the said plan, and having considered the evidence and argument submitted herein, The Ontario Railway and Municipal Board is of the opinion

That, upon the proper interpretation of "The Planning and Development Act," as amended by 9 Geo. V, chapter 53, any person surveying and subdividing into lots any land situated within the boundaries of any city shall pay to the treasurer of such city at the time of the application for the approval of the council of said city, a fee of five cents per foot frontage for all land surveyed and subdivided by such plan and fronting upon any highway already existing or laid out upon such plan, and that in the computation of the said fee of five cents per foot frontage the entire frontage upon any street shall be charged irrespective of the fact that some lots shown on such plan are corner lots and front upon two streets, and that such computation shall be made without any deduction whatsoever in respect of any of the frontages upon any of the streets upon such plan and The Ontario Railway and Municipal Board so orders and directs.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

PROCEDURE FILE 7723.

Application by The Lanark and Carleton Counties Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to collect "other" line charge of ten cents upon each long distance conversation interchanged with The Bell Telephone Company of Canada, Ltd., which originates or terminates upon the system of the Applicant.

Aug. 11th. Application and material filed.

Sept. 6th. Hearing, pursuant to appointment, 2.30 to 4.15 p.m., at the Board's Chambers. Application dismissed.

PROCEDURE FILE 7738.

In the matter of the petition of The Capital Wire Cloth and Manufacturing Co., Ltd., under section 9 of "The Local Improvement Act," against the construction of a five-foot concrete sidewalk on the east side of Hinton Avenue, between Armstrong and Spencer Streets, in the City of Ottawa.

Aug. 15th. Petition filed.

Nov. 20th. Hearing, pursuant to appointment, 10 a.m.; 11.20 to 11.25 a.m., City Hall, Ottawa. Petition dismissed, no one appearing for Petitioners.

Nov. 28th. Petition re-instated for hearing.

Dec. 11th. Hearing, pursuant to appointment, 10 to 10.45 a.m., Council Chamber, City Hall, Ottawa. Adjourned sine die.

PROCEDURE FILE 7740.

Application by W. R. Wadsworth, Lessee of the telephone system of The Caradoc-Ekfrid Telephone Co., Ltd., under sections 78, 79 and 80, of "The Ontario Telephone Act, 1918," for an Order prescribing the terms and conditions for furnishing telephone service to Edward Waters, et al, and for that purpose for authority to occupy pin space upon the poles of The Byron Telephone Co., Ltd., or, in the alternative, for consent to erection of poles and wires parallel with the pole lead of The Byron Telephone Co., Ltd.

Aug. 17th. Application filed.

Sept. 8th. Hearing, pursuant to appointment, 2.30 to 3.50 p.m., Court House, London. Application refused. Consent granted to erection by Applicant of poles paralleling existing lines of Byron Telephone Co., Ltd., in Township of Caradoc.

Sept. 21st. Order.

September 21st, 1922.

ORDER.

Upon the application of the above-named Applicant in the presence of The Byron Telephone Company, Limited, upon hearing the evidence adduced on behalf of the Applicant and the said Byron Telephone Company, Limited, and upon reading the said application and other material on file,

The Board orders, pursuant to section 78 of "The Ontario Telephone Act, 1918," that the erection upon and along such portions of the highways in the Township of Caradoc upon and along which the pole leads of The Byron Telephone Company, Limited, are already erected of such poles and wires as may be necessary to enable the Applicant to furnish telephone service to the following persons, viz.: Russell Thomas, Louis Lipsit, Furlow Coates, George Cudney, Robert Heath, Frederick Graves, Edward Waters, James P. Clark, Edward Gilders, be and the same is hereby consented to.

And the Board further orders that in the erection of the poles and wires herein consented to the Applicant shall conform with the specifications of this Board dated the 20th day of September, A.D. 1918, fixing the minimum standard requirements for the construction and equipment of telephone systems.

And the Board makes no order for costs, save and except that the Applicant shall pay $5.00 for the law stamps required for this Order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7749.

Application by Mahaffy Brothers, Owners, under "The Planning and Development Act," for approval of plan of proposed subdivision of parts of lots numbers 2 and 3 west of Highbury Avenue, north of the Hamilton Road, City of London, County of Middlesex, according to plan number 266.

Aug. 18th. Application and material filed.

Aug. 29th. Hearing, pursuant to appointment, 11 to 11.45 a.m., at Board's Chambers. Application granted. Plan approved and certified.

Procedure File 7750.

In the matter of the petition of W. G. Trethewey, under section 21 of "The Consolidated Municipal Act, 1922," for annexation to the Town of Weston of that portion of lot 5, in the fifth concession west of Yonge Street, in the Township of North York and County of York, lying east of the easterly boundary of the Town of Weston.

Aug. 18th. Petition filed.

Sept. 6th. Hearing, pursuant to appointment, 11 to 11.30 a.m., at Board's Chambers. Affidavit to be filed as to publication of advertisement of hearing. Application granted. (Adjustment of assets, etc., to be determined by Board.) Applicant's Solicitor to draft Order and submit to Township's Solicitor for approval.

Dec. 18th. Further hearing, 11 a.m. to 12.15 p.m., at Board's Chambers. Application granted. Applicant's Solicitor to draft Order and submit to Mr. Urquhart, Canada Cycle & Russell Motor Co. and Moffats, Ltd., for approval. (See Reporter's Notes as to terms of Order.)

Dec. 22nd. Approved draft Order filed.

Dec. 22nd. Order issued.

December 18th, 1922.

Order.

Upon the application of the Corporation of the Town of Weston for an Order annexing to the said Town of Weston the land described in the petition of W. G. Trethewey, to The Ontario Railway and Municipal Board, and the Board having appointed Wednesday, the 6th day of September, 1922, for the hearing of such application, and having directed that this appointment be published on the 30th day of August and on the 6th day of September, 1922, in *The Times and Guide* newspaper, having a general circulation in the area affected, and that the appointment be served on the Corporation of the Township of North York, and the said application having been heard on the 6th day of September, 1922, and having come on this day for rehearing in the presence of Counsel for the Corporation of the Town of Weston and for the Township of North York, The Canada Cycle and Motor Company, Limited, and Russell

Motor Car Company, Limited, and Nicholas Newberry Mooney, owners of the lands described in the said petition and Moffat's, Limited, owners of other lands proposed to be annexed, being represented, and the Board having considered the application and the plan, showing the lands to be annexed, having heard read the said petition and the resolution of the Council of the Town of Weston in support of same and the notice of such petition, and resolution given by the said Council to the Council of the Corporation of the Township of North York, and the affidavit of George Howard Gray proving the service of said notice, and the affidavit of Laurence Sydney Lyon proving the advertisement of the Board's appointment, and upon hearing what was alleged by counsel aforesaid, and the owners of the lands described in said petition and said Moffat's, Limited, consenting thereto;

The Board orders and proclaims that the lands and premises in the Township of North York, in the County of York, mentioned in the said petition and being described as: All and singular that certain parcel or tract of land and premises, being composed of part of lot number five in the fifth concession west of Yonge Street, in the Township of North York, in the County of York, and parts of the adjoining sideroad allowance to the north thereof and of the concession road allowance to the east thereof, the said parcel being that portion of the lands in the said township lying to the south and east of the present limits of the Corporation of the Town of Weston in said county, and bounded on the south by the existing southerly limit of said lot five and its production easterly, and on the east by the centre line of the concession road allowance along the easterly limit of said lot five, and which is more particularly described as follows:

Commencing at the intersection of the centre line of the said concession road allowance in front of said lot five and of lot six in said concession with the centre line of the side road allowance between said lots five and six; thence south seventy-four degrees west along the said centre line of side road allowance, being part of the present limit of the said Town of Weston, 2,684 feet to the intersection with the north-westerly production of the easterly limit of the right of way of The Canadian Pacific Railway crossing said lot five; thence south fifty-four degrees fifteen minutes east along said production and said easterly limit of right of way, being part of the present limit of the said Town of Weston, 1,653 feet to the existing southerly limit of said lot five; thence north seventy-four degrees east, along the existing southerly limit of said lot five and its production easterly, 1,480 feet to the centre line of said concession road allowance; thence north nine degrees west, along the centre of said concession road allowance, 1,349 feet to the place of beginning, be and the same are hereby annexed to the Town of Weston, subject to the following terms and conditions, namely:

1. That the said annexation shall take effect from and after the 1st day of January, A.D. 1923.

2. That the Corporation of the Township of North York shall forthwith prepare and furnish the Corporation of the Town of Weston with a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the 31st day of December, 1922, and the persons assessed therefor.

3. That the Corporation of the Town of Weston shall have the right to collect all said arrears of taxes according to said special roll including the right to distrain from non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears, as fully as if the said taxes had been assessed and levied by such corporation, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom the proper costs and expenses in connection with the collection of same, as provided

in "The Assessment Act," shall be repaid by the Corporation of the Town of Weston to the said Corporation of the Township of North York within six months from the date of collection, provided that the said Corporation of the Town of Weston shall proceed to collect the said arrears of taxes shown on the said special roll, in the same way as if it had assessed and levied the same, but shall not be responsible to the Corporation of the Township of North York for any of such arrears of taxes which it may be unable to collect.

4. That the Corporation of the Township of North York shall indemnify and save harmless the Corporation of the Town of Weston from all loss, costs, charges and expense arising from any act or omission of the Township of North York or their officials or servants in connection with the said special roll.

5. That from and after the 1st day of January, 1923, the said lands may be assessed in the usual way as part of the said Town of Weston.

6. That the said Town of Weston shall pay to the said Township of North York the portion (based on assessed value of property annexed) of any liability or indebtedness which the said Township of North York is now liable to assume or pay the Township of York.

7. That the said Town of Weston shall be liable to maintain and keep in repair the westerly half of the road allowance between the fourth and fifth concessions west of Yonge Street, in the Township of North York, from the northerly limit of Eagle Avenue running southerly to the Canadian Pacific Railway Company's right of way as though the said westerly half of said road allowance were wholly within the limits of the said Town of Weston.

8. The agreement between the Town of Weston and The Canada Cycle and Motor Company, Limited, as set forth in By-law No. 174 of the Town of Weston, being Schedule "A" to this Order, is hereby confirmed.

9. The agreement between the Town of Weston and W. G. Trethewey and his assigns as set forth in resolutions of the Council of the Town of Weston, being Schedules "B" and "C" to this Order (the plans therein referred to having been filed herein) is hereby confirmed.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Schedule "A" to Order of The Ontario Railway and Municipal Board. Dated the 18th day of December, 1922

By-law No. 174.

Being a by-law to provide for fixed assessment of the lands and premises hereinafter described for a period of fifteen years.

Whereas a petition is about to be presented to The Ontario Railway and Municipal Board asking that the portion of the Township of York, adjacent to the Town of Weston, being that portion of lot number five (5), in the fifth concession, west of Yonge Street in the said Township of York, and County of York, lying east of the easterly boundary of the Town of Weston, be annexed to the Town of Weston.

And whereas the Council of the Town of Weston has passed a resolution in support of the said petition declaring that it is expedient that the said part of the Township of York should be annexed to the said Town of Weston.

And whereas Canada Cycle and Motor Company, Limited, and Russell Motor Car Company, Limited, are together the owners of a parcel of land included in the said portion of the Township of York proposed to be annexed to the Town of Weston.

And whereas the said petition for annexation is being supported by both Canada Cycle and Motor Company, Limited, and Russell Motor Car Company, Limited.

And whereas the Council of the Town of Weston has agreed with Canada Cycle and Motor Company, Limited, for a fixed assessment of the lands and premises hereinafter described for a period of fifteen years.

Now therefore be it enacted and it is hereby enacted by the Municipal Council of the Corporation of the Town of Weston:

1. All that certain parcel or tract of land and premises now situate, lying and being in the Township of York, in the County of York, and Province of Ontario, and being composed of part of Block "A," according to Plan M 304 filed in the Office of Land Titles at Toronto and more particularly described as follows:

Commencing at the intersection of the north-east limit of the right of way of the Canadian Pacific Railway (formerly The Toronto, Grey & Bruce Railway) with the south limit of Dufferin Street (formerly Weston Avenue); thence southeasterly along the northerly limit of the said right of way one thousand feet; thence easterly and parallel with the south limit of Dufferin Street, aforesaid, one hundred and eighty-six feet eight and one-half inches (186′ 8½″) to a point; thence northerly in a straight line seven hundred and eighty-nine feet and eight-tenths of a foot (789.8′) to a point in the southerly limit of Dufferin Street being the northerly boundary of the said Block "A," distant eight hundred and two feet (802′) measured easterly thereon from the point of commencement; thence westerly along the last-named limit eight hundred and two feet (802′) to the point of commencement, containing ten acres, more or less (as shown on plan dated at Weston, June 27th, 1922, by John J. Dalton, O.L.S., hereto attached), subject to the easement referred to in a certain agreement registered thereon dated the 31st day of March, A.D. 1911, and made between The Toronto, Grey & Bruce Railway Company of the one part and one William G. Trethewey of the other part.

Together with all buildings, stock-in-trade, plant, machinery fixtures and materials now or hereafter thereon, and all other personal and other assessable property of the said Canada Cycle and Motor Company, Limited, thereon for a period of fifteen years to be computed from the 1st day of January, 1922, shall be annually assessed subject to the provisoes contained herein, for all purposes en bloc as follows:

For the first five-year period, commencing with 1st January, 1922, at $50,000; for the second five-year period, commencing with 1st January, 1927, $60,000; for the remaining five years commencing with 1st January, 1932, at $70,000.

But in case any part of the said lands shall hereafter be leased or sold or used for the purpose of dwelling houses or for any purposes not connected with the business aforesaid, such part or parts of lands and the buildings thereon shall annually thereafter while used for the purpose of dwelling houses or for any other purpose not connected with the said business during the period of such fixed assessment be assessable as if this by-law had not been passed; provided, however, that the amount of the assessment fixed by this by-law for the lands used for the purposes of said business shall not on that account be reduced; and, in the event of the destruction of the said buildings or property, or any part thereof, so that the value of the same, with the said lands and other property, shall not be equal to the said sum of Fifty Thousand Dollars ($50,000) during the first five years; Sixty Thousand Dollars ($60,000) during the second five years,

or Seventy Thousand Dollars ($70,000) during the last five-year period, the assessment shall be made while such value is under the amount of the fixed assessment hereby provided for as if this by-law had not been passed.

2. Provided that the business assessment of the said company or any assessment in connection with the said lands and property which may be imposed by the Legislature, based on the value of the said lands and property shall be based upon the fixed assessment as above set out, for the term herein mentioned, subject to the provisions contained in paragraph 5 hereof.

3. The assessors and other officers making such assessments are hereby authorized and required so to make their assessments and returns as to conform with the provisions of this by-law.

4. Notwithstanding anything contained herein, the above-mentioned lands and premises shall be liable to assessment and taxation for school purposes and local improvements and to the same extent as if this by-law were not passed.

5. If requested by The Canada Cycle and Motor Company, Limited, an application shall be made by the said municipal corporation at the expense of The Canada Cycle and Motor Company, Limited, to the Legislature of the Province of Ontario to confirm this by-law and to carry the provisions thereof into effect.

This by-law shall come into effect as soon as said portion of the Township of York has been annexed to the Town of Weston.

Passed by a three-fourths vote of all the members of council this 21st day of August, A.D. 1922.

(Sgd.) R. J. Flynn,
Mayor.

(Sgd.) J. H. Taylor,
Clerk.

Schedule "B" to Order of The Ontario Railway and Municipal Board dated 18th day of December, 1923.

Moved by S. J. Totten, seconded by George Sainsbury—That the plan (No. 1) of subdivision of the portion of Trethewey property in the Township of York, presented by James E. Brett, Esq., be approved of with street extending to railway as shewn thereon, provided said street is dedicated extending to Weston Road as shewn on plan number 2.

That the council pass the necessary resolution in support of the petition for annexation of said property to the Town of Weston when said petition is ready for presentation to The Railway Board including annexation of The Canada Cycle and Motor Company property and such other property south of the Trethewey property as may be included in said petition—provided street to Weston Road as shown on plan submitted is dedicated; and that the town make application to the Dominion Railway Board for a level crossing for said street across the C.P.R. and G.T.R.

That the town immediately after the Order of Annexation of said property shewn on said plan (number 1), together with Canada Cycle property (at least), commence construction of a trunk sewer on Manton Avenue, on local improvement plan, at a depth sufficient at least to give cellar drainage for said subdivision if allowed to cross railways with said sewer; and

That the water and electric light service and sewers be extended to said subdivision as reasonably required on same basis as in other parts of the town

in accordance with such local improvement by-laws as may from time to time be in force.

That the mayor and clerk are hereby authorized to sign the said plan (number 1) and affix the seal of the corporation thereto when said dedication of street as shewn on plans number one and two has been properly executed by the proper party or parties.

Passed the 27th day of March, 1922.

(Sgd.) J. H. Taylor,
Clerk.

Schedule "C" to Order of The Ontario Railway and Municipal Board, dated 18th day of December, 1922.

Town of Weston.

Moved by J. M. Gardhouse, seconded by John Harris.—That the new plans of Trethewey property presented by Mr. Wilson are hereby approved on condition that 66 foot strip land adjoining on the south, the Russell Motor Co., and The Canada Cycle & Motor Co. properties to C.P.R. lands and a further 66 foot strip from G.T.R. lands to Weston Road be dedicated to the Town of Weston as a highway (with one foot reserve strip to be held by the town included in first-mentioned 66 foot strip, and that the mayor and clerk are authorized to sign said plans on delivery of deeds of said 66 feet strips and petition for annexation, otherwise terms of agreement *re* annexation of Trethewey property to remain as set forth in previous resolutions.

Passed August 1st, 1922.

(Sgd.) R. J. Flynn,
Mayor.

Certified a correct copy.

(Sgd.) A. J. Pritchard,
Acting Clerk.

Procedure File 7768.

Application by the City of Toronto, under section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 9209, prohibiting the use of land or the erection or use of buildings on part of Maclennan Avenue, and other streets for any other purpose than that of a detached private residence.

Aug. 22nd. Application and material filed.

Sept. 11th. Hearing, pursuant to appoiitment, 11 to 11.55 a.m., at Board's Chambers. Application granted. Separate School Board property to be excepted from by-law for educational purposes and for necessary changes and additions. (See Reporter's notes.) City solicitor to draft order and submit to Mr. Day for approval.

Nov. 29th. Approved draft order filed.

Nov. 30th. Order issued.

September 11th, 1922.

Order.

In the Matter of an Application by the corporation of the City of Toronto, under section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 9209, to prohibit the use of land or the erection or use of buildings on part of:

Maclennan Avenue, west side, from Inglewood Drive to Rosedale Heights; Sighthill Avenue, either side, from Inglewood Drive to Rosedale Heights; Clifton Road, either side, from Garfield Avenue to Inglewood Drive, and including lot 88 at the south-west corner of Clifton Road and Garfield Avenue; Rosedale Heights, either side, from Maclennan Avenue to the east limit of Reservoir Park; Garfield Avenue, either side, from Maclennan Avenue to Clifton Road; Inglewood Drive, either side, from Maclennan Avenue to Glenrose Avenue; for any other purpose than that of a detached private residence. (Passed, June 12th, 1922.)

Upon the application of the said corporation, and upon reading the material filed by William Johnston, Esquire, K.C., solicitor for the Applicant, and upon hearing what was alleged by counsel for the Applicant and for the parties concerned.

And it appearing that the Board of Trustees for The Roman Catholic Separate Schools of Toronto is the owner of property comprised of part of lot 88 and the westerly 66 feet of lot 45, plan 1474, filed in the registry office for the registry division of East Toronto, the said property having a frontage on those portions of Clifton Road and Garfield Avenue set forth in the said by-law.

And it further appearing that the said Board of Trustees has commenced the erection of a Roman Catholic Separate School on the said property.

And this Board being of opinion, for that reason, that the said properties of the said Board of Trustees should be excepted from the by-law as hereinafter set out.

And the said corporation and the said Board of Trustees by their respective counsel consenting.

This Board orders, under and in pursuance of the provisions of section 399a of "The Consolidated Municipal Act, 1922," being chapter 72 Ontario Statutes, 1922, that By-law No. 9209, entitled, "A by-law to prohibit the use of land or the erection or use of buildings on part of Maclennan Avenue and other streets for any other purpose than that of a detached private residence," be, and the same is hereby approved except as to those portions of lots 45 and 88, plan 1474, filed in the registry office for the registry division of East Toronto, at present owned by the Board of Trustees for the Roman Catholic Separate Schools of Toronto, to which land the by-law shall not apply so as to prevent the completion and use of the building now being erected as a Roman Catholic Separate School on the said lots, nor to prevent any necessary alterations or extension to the said building, so long as the said land is used only for the purpose of a Roman Catholic Separate School, or of detached private residences, but the by-law shall apply to prevent the use of the said land and building for any other purpose.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7790. (P. 410.)

Application by The Waterloo-Wellington Railway Company, under section 118 of "The Ontario Railway Act" for approval of operation of its railway upon, along and across Lancaster Street in the Police Village of Bridgeport, in the Township of Waterloo.

Aug. 29th. Application and blue print filed.

Sept. 13th. Hearing, pursuant to appointment, 1 p.m., Kitchener. Adjourned "sine die" pending negotiations for settlement.

PROCEDURE FILE 7792. (P. 411.) (See P.F. 7796.)

Application by The Toronto & York Radial Railway Co., under "The Ontario Railway Act," for approval of construction and operation of a double track spur or switch across Yonge Street and Doncliffe Road in the municipality of North York, as shown on the plans filed herein.

Aug. 30th. Application and plan filed.

Sept. 1st. Hearing, pursuant to appointment, 11 a.m. to 12.15 p.m., at the Board's Chambers. Adjourned to Thursday, 7th September, 11 a.m., pending negotiations. Board will hear at any time in interim, on consent of all parties interested.

Sept. 7th. Hearing continued, 11 a.m. Adjourned to 11th inst. at 11 a.m. (See Reporter's notes.)

Sept. 11th. Hearing continued, 11 a.m., 11.50 a.m. to 1.15 p.m. Adjourned to 3.30 p.m. 3.30 p.m., Hearing continued, 4.10 to 4.30 p.m. Application granted. (See Reporter's notes.) Collateral order settled.

Sept. 12th. Order issued.

Sept. 13th. Blue print plan (Drawing No. 3534-8) revised to Sept. 11th) filed (by Hydro-Electric Power Commission).

Sept. 14th. Blue print plan (Drawing No. 3534-8) approved and certified.

Dec. 5th. Amended plan (Drawing No. 3534-9) approved and certified.

Dec. 6th. Order.

September 11th, 1922.

ORDER.

Upon the application of the above-named applicants for the approval of a plan numbered 3534-8, scheme M, shewing proposed terminals and tracks of the applicants at or near the north limits of the City of Toronto on Yonge Street made on the 1st and 7th days of September, 1922, and again this day, and upon considering the said plan and upon hearing what was alleged by counsel for the corporation of the Township of North York, the Department of Public Highways for Ontario, the corporation of the City of Toronto, John Firstbrook, Esq., the Rosedale Golf Club, Donwoods Limited, Joseph O'Mara and O. F. Burkart, and all other owners of lands on Doncliffe Drive except John M. Best and for certain other interested owners on Glen Echo Road and Teddington Park Boulevard and for the said applicants.

The Board doth order, that the said plan be, and the same is hereby approved, subject to the following conditions which have been agreed upon by all parties represented, save Joseph O'Mara, O. F. Burkart and the Township of North York (the latter body, however, not objecting to such conditions).

1. The parties consenting as above to these conditions, shall do all in their power to facilitate the closing of Doncliffe Drive from Yonge Street to a line parallel thereto approximately 240 feet east thereof and the conveyance of such portion of Doncliffe Drive when so closed to the Toronto and York Radial Railway Company.

2. The Toronto and York Radial Railway Company will immediately open up for public use without dedication, a right-of-way, 66 feet in width, running from Doncliffe Drive to Glen Echo Road as shown upon the said plan and if and when Doncliffe Drive is closed, as aforesaid, and conveyed to the said company, the said company will thereupon forthwith dedicate such right-of-way as a public highway. In the event of Doncliffe Drive not being closed

and conveyed as aforesaid within one year from the date hereof, the company may withdraw such right-of-way from public use.

3. The Applicants shall forthwith place the said right-of-way referred to in the next preceding paragraph in the same plight and condition having regard to the public use thereof as that portion of Doncliffe Drive proposed to be closed and construct a concrete sidewalk five feet in width along the easterly side of such right-of-way extending from Doncliffe Drive to Glen Echo Road, thence westerly along the southerly side of Glen Echo Road to Yonge Street.

4. The water, gas and sewer services existing below the surface on the portion of Doncliffe Drive proposed to be closed, may be maintained if, and when the said portion of road is closed and conveyed as aforesaid and in such event the Toronto and York Radial Railway Company will give all necessary easements to enable repairs and renewals to be made to same.

5. The Toronto and York Radial Railway agrees to the location of its car barns as close to the easterly limit of lots M, J, and H, as shewn upon such plan and as far from the northerly limit of lot M as practicable.

(Sgd.) D. M. McINTYRE,
(Seal.) *Chairman.*

December 6th, 1922.

ORDER.

The Board, on the 29th and 30th days of November, A.D. 1922, upon the application of the Department of Public Highways and upon notice to the Hydro-Electric Power Commission of Ontario, and The Toronto and York Radial Railway Company, having further considered its order, herein bearing date the 11th day of September, A.D. 1922, and having considered the report of Mr. Middlemist, the Board's engineer, dated the 27th day of November, A.D. 1922, and referred to in the Board's letter to Mr. T. U. Fairlie, the railway engineer of the Hydro-Electric Power Commission, and having considered the report of W. A. McLean, Esquire, the Deputy Minister of Highways, to the Honourable F. C. Biggs, the Minister of Public Highways, dated 29th November, A.D. 1922, which said report has been adopted by the Honourable the Minister of Public Highways and is in terms as follows:

Toronto, November 29th, 1922.

HONOURABLE F. C. BIGGS,
Minister of Highways, Ontario.

DEAR SIR:

"Under a recent order of the Ontario Railway and Municipal Board, certain general plans were approved with respect to the tracks of the Metropolitan Railway at the North Toronto city limits, with the understanding that the layout of tracks would be such as to physically preclude the passing of two cars within the limits on Yonge Street, on the crossing in question.

"It has now developed that such a layout of trackage is restrictive of operation within the yards of the commission, and construction has proceeded to a point where a modification of these plans would appear to be necessary.

"The matter has been discussed by the engineers of this department with engineers of the Hydro-Electric Power Commission and members of the Ontario Railway and Municipal Board, with the result that the Board has consented to approve of certain stipulations, subject to the acceptance of such restrictions as to operation by this department.

"The conditions to be accepted by the Toronto and York Radial Railway Co. are as follows:

"Upon the Department of Public Highways expressing its approval of the conditions hereinafter stipulated by the Hydro-Electric Power Commission of Ontario for safe operation at crossing of Yonge Street at Toronto city limit, the Board will approve the plan and issue an Order embodying hereinafter stipulated conditions.

"On account of the maximum curvature of tracks for freight and passenger car operation now constructed on two tracks crossing Yonge Street connecting with parallel tangents used in yard for loading and unloading purposes, the location as shown on plan 3534-9 is now made necessary, in lieu of proposed arrangement as agreed to in sitting of Board, September 11th, 1922.

"The Toronto and York Radial Railway agrees that any car movement made west of the east limit of Yonge Street will be in the nature of a complete crossing of Yonge Street; that is a normal car movement made in or out of the yard now constructed at the Toronto city limits.

"No car shall stand on Yonge Street between the switch now located on the west side of Yonge Street and the east limit of Yonge Street.

"In the event of further mechanical protection as may be necessary to ensure safe operation across Yonge Street, the Toronto and York Radial Railway Co. agrees to provide such at its expense.

"In view of the circumstances as above outlined, I would respectfully recommend that this department agree to the track layout now in process of construction, and in accordance with plan No. 3534-9 of the Hydro-Electric Power Commission, subject to the issuance of an Order in this respect by the Ontario Railway and Municipal Board."

Yours truly,

(Sgd.) W. A. McLean.

Further proviso.—At no time will the railway operate a second car (or train) on the crossing within the limits of Yonge Street, until any other car (or train) is entirely clear of the crossing; that is, at no time shall there be cars (or trains) on the two tracks at the same time.

Approved by F.C.B.

And the said the Toronto & York Radial Railway Company and the Hydro-Electric Power Commission of Ontario having amended said plan No. 3534-8 and having filed said plan as amended and numbered 3534-9.

The Board doth order that the said amended plan numbered 3534-9 be, and the same is hereby approved subject to the foregoing conditions and the Board reserves to itself the right to review, rescind, change, alter or vary this order upon its being made to appear to the Board at any time that the conditions hereinbefore set out call for revision and change in order to adequately safeguard the public travel upon the said highway where it is crossed by the tracks of the said railway as shown upon the said amended plan.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

Procedure File 7793.

Application by College Heights Estates, Ltd., owner, under "The Planning and Development Act," for approval of plan of part lot 4, registered plan 288, York.

Aug. 30th. Application and material filed.

Sept. 11th. Hearing, pursuant to appointment, 10.30 to 11 a.m., Board's Chambers. Plan approved.

Oct. 5th. Plan certified.

PROCEDURE FILE 7796. (P. 411.) (See P.F. 7792.)

Application by The Toronto Transportation Commission, under "The Ontario Railway Act," for approval of plan showing proposed loop and new tracks at or near proposed new terminal of Toronto & York Radial Railway.

Aug. 31st. Application and blue print plan (Drawing No. R-4-R-111) filed.

Sept. 1st. Hearing, pursuant to appointment, 11 a.m. to 12.15 p.m., at Board's Chambers. Adjourned to 11 a.m., Sept. 7th, pending negotiations. Board will hear at any time in interim, on consent of all parties interested.

Sept. 7th. Hearing continued, 11 a.m. to 1 p.m. Adjourned to 11th inst. at 11 a.m. (See Reporter's notes.)

Sept. 11th. Hearing continued 11 a.m., 11.50 a.m. to 1.15 p.m., adjourned to 3.30 p.m. 3.30 p.m.: Hearing continued, 4.10 to 4.30 p.m. Application granted. (See Reporter's notes.) Collateral order settled.

Sept. 12th. Order issued. (See P.F. 7792.)

Sept. 13th. Blue print plan (Drawing No. 3534-8 revised to Sept. 11th) filed (by Hydro-Electric Power Commission).

Sept. 14th. Blue print plan (Drawing No. 3534-8) approved and certified.

PROCEDURE FILE 7802.

Application by Town of Cobalt, under section 107 of "The Ontario Telephone Act, 1918," for cancellation of the Board's order dated June 1st, 1917, approving the charges of The Temiskaming Telephone Co., Ltd., for telephone service in so far as such charges apply to lines located in whole or in part within the Town of Cobalt.

Sept. 6th. Application and other material filed.

Sept. 26th. Hearing, pursuant to appointment, 11 a.m. to 12 m., at Board's Chambers. Application granted subject to applicant's taking out order.

PROCEDURE FILE 7815.

Between:

The Municipal Corporation of the City of Windsor,

Appellant,

—and—

The Essex Border Utilities Commission; The Municipal Corporation of the Town of Ojibway; The Municipal Corporation of the Township of Sandwich West; The Municipal Corporation of the Town of Sandwich; The Municipal Corporation of the Town of Walkerville; The Municipal Corporation of the Town of Ford City, and The Municipal Corporation of the Town of Riverside.

Respondents.

(Appeal from report of J. C. Keith, Engineer for Essex Border Utilities Commission, dated June 15th, 1922, on proposed purchase of a site for a Metropolitan General Hospital.)

Sept. 12th. Notice of appeal filed.

Oct. 12th. Hearing, pursuant to appointment, 10 to 10.15 a.m., Heintzman Building, Windsor. Application dismissed.
Oct. 23rd. Written judgment delivered.
Nov. 8th. Draft order filed.
Nov. 8th. Order issued.

OPINION OF THE BOARD.

This appeal coming on to be heard before the Board at Windsor on the 12th of October instant, in the presence of all the parties represented by counsel, the appeal was not seriously pressed by the Appellant, the City of Windsor, and was dismissed at the conclusion of the hearing without costs to either party.

The Appellant, however, the City of Windsor, will pay on the order of the Board, $10.00 in law stamps.

(Sgd.) D. M. McINTYRE,
Chairman.

Dated at Toronto, the 23rd day of October, A.D. 1922.

October 12th, 1922.

ORDER.

Upon the appeal of the municipal corporation of the City of Windsor from the report of J. C. Keith, engineer of the Essex Border Utilities Commission, dated the 5th day of May, 1922, and filed with the City of Windsor on the 22nd day of July, 1922; upon the purchase of land for a site for a general hospital and apportioning the cost amongst the Appellant and Respondent municipal corporations and the matter coming on for hearing on the 12th day of October, 1922, and after hearing the evidence adduced and in the presence of counsel for the Appellant and Respondents.

1. This Board doth order that the appeal of the municipal corporation of the City of Windsor be, and the same is hereby dismissed and the apportionment set out in said report is hereby confirmed.

2. This Board doth further order that the municipal corporation of the City of Windsor do pay the sum of Ten Dollars ($10.00) law stamps upon this order, but otherwise doth make no order as to costs.

(Sgd.) D. M. McINTYRE,
(Seal.) *Chairman.*

PROCEDURE FILE 7816.

Between:

The Municipal Corporation of the City of Windsor,

Appellant,

—and—

The Essex Border Utilities Commission; The Municipal Corporation of the Town of Ojibway; The Municipal Corporation of the Township of Sandwich West; The Municipal Corporation of the Town of Sandwich; The Municipal Corporation of the Town of Walkerville; The Municipal Corporation of the Town of Ford City, and The Municipal Corporation of the Town of Riverside.

Respondents.

(Appeal from report of J. C. Keith, engineer for Essex Border Utilities Commission, dated June 18th, 1922, on water supply and apportionment of cost of same among parties interested.)

Sept. 12th. Notice of appeal filed.

Oct. 12th. Hearing, pursuant to appointment, 10 a.m., 10.15 a.m. to 2 p.m., Heintzman Building, City of Windsor. Judgment reserved.

Oct. 23rd. Judgment delivered.

Nov. 8th. Draft order filed.

Nov. 8th. Order issued.

Opinion of the Board.

The Board is of the opinion that this appeal should be dismissed. From the evidence submitted the Board is satisfied that Mr. Keith adopted the practice followed by engineers when presented with similar problems, that he reached a reasonable conclusion as to the apportionment of cost with the data available, and that no alternative and preferable basis of apportionment was suggested to the Board.

In the year 1920, The Essex Border Utilities Commission procured a report to be made by a board of engineers composed of Messrs. Proctor, Thorold and Knowles, all gentlemen of experience and skill in their profession. This report was not the statutory report contemplated by the Act constituting the commission, but was a report prepared and submitted under a letter of instructions from the commission dated 16th April, 1920. This letter authorized the board of engineers to review previous reports presented to the commission dealing with the problem of water supply to The Essex Border District, to collect pertinent and desirable information bearing upon the question, and to formulate a recommendation to the Commission covering the best methods of obtaining a supply of water for The Essex Border Utilities Commission, such recommendation to embrace among other things, statements of the estimated cost of the proposed waterworks and of its apportionment among the various municipalities constituting the Essex Border District.

Acting upon these instructions, the board of engineers presented to the commission the report above referred to, dated 1st September, 1920. This report and its recommendations, Mr. Keith adopted as a basis in preparing his report under the statute, which is now in appeal before this Board—with these qualifications that Mr. Keith's report deals only with a portion of the works recommended by the joint report, namely the supplying of filtered water at the two civic pumping stations, and that Mr. Keith revised the estimates of cost of the proposed work made by the board of engineers so as to bring them into conformity with present day prices. In view of this it is clear that the two reports—Mr. Keith's and that of the board of engineers—must be read together, and Mr. Keith's report must be interpreted in the light of the facts, methods and conclusions set out in the earlier report. Indeed this is stated by Mr. Keith in the opening sentences of his report. This seems to be a complete answer to the objection of Mr. Proctor—a member of the board of engineers—who, appearing as a witness in support of the appeal, under examination testifies as follows: (p. 11 of notes of evidence.)

Q. "What objections have you to the report as an engineer?"

A.—"My principal objection to that report is that the basis of the apportionment of the cost is not given in it. That is that while we have certain estimates—certain figures compiled in this report—the basis upon which these figures and estimates are arrived at is not included in the report. Where he figures the cost of the plant at $765,000, that may run up or down, but the fundamental basis of apportionment should be set forth and should be established in this report."

Mr. Proctor then under examination refers to the principle of the apportionment of the cost as laid down in the joint report on pp. 27-28. This principle of apportionment of cost is thus expressed in the joint report at p. 27:

"Each community will be required to lend its credit in proportion to the amount of water which the works as designed will be required to furnish to that community."

Estimates of the future population of the several communities to be served up to the year 1930 (Table I) and of the quantity of water consumed per capita in 1930 (Table III) were made by the board of engineers, and the total consumption for the year 1930 determined the capacity of the plant recommended to be constructed. The Board knows of no more equitable principle of apportionment of cost of a utility amongst consumers than one based on user; it is the principle universally adopted in fixing the charge for metered services. Mr. Keith based his report upon the facts ascertained and the conclusions reached by the board of engineers as set out in the joint report; the variance of his figures from those of the joint report is referable to his scaling down the estimates of cost to present day levels.

In preparing a report on a plant designed to serve growing communities until 1930—and indeed a part to serve until 1950—much is necessarily conjectural and rests on estimates of future population and the variable user of water in widely dissimilar districts, industrial and residential, but nothing was adduced in evidence to show that these estimates were not made with care and judgment upon the best data available, and in accordance with the established usage of engineers, or that the apportionment of cost based on those estimates was not just and equitable. No attempt was made to support an alternative and more equal principle of apportionment of cost than that set out in Mr. Keith's report.

The appeal will be dismissed, but without costs to either party. The Appellant, the City of Windsor, will pay $10.00 in law stamps on the order.

(Sgd.) D. M. McIntyre,
Chairman.

Dated at Toronto, the 23rd day of October, A.D. 1922.

October 24th, 1922.

ORDER.

Upon the appeal of the municipal corporation of the City of Windsor from the report of J. C. Keith, engineer of the Essex Border Utilities Commission, dated the 7th day of April, 1922, and filed with the City of Windsor on the 22nd day of July, 1922, upon a water filtration system, and apportioning the cost amongst the Appellant and Respondent municipal corporations, and the matter coming on for hearing on the 12th day of October, 1922, and after hearing the evidence adduced on behalf of the Appellant and Respondents, and upon hearing counsel for the Appellant and Respondents, and after having reserved judgment and the same coming on this day for judgment.

1. This Board doth order that the Appeal of the municipal corporation of the City of Windsor be, and the same is hereby dismissed, and the apportionment set out in said report is hereby confirmed.

2. This Board doth further order that the municipal corporation of the City of Windsor do pay the sum of Ten Dollars ($10.00) law stamps upon this order, but otherwise this Board doth make no order as to costs.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

PROCEDURE FILE 7826.

Application by the Town of Timmins, under section 18 (2) of "The Consolidated Municipal Act, 1922," for annexation thereto of part of the unorganized Township of Mountjoy.

Sept. 15th. Application and copy of by-law 215 filed.
Oct. 28th. Further material filed.
Nov. 24th. Proof of public notice of application filed.
Dec. 12th. Draft order filed.
Dec. 14th. Order issued.

December 14th, 1922.

ORDER.

Public notice of this application having been given as directed by the said Board and no objections in writing having been filed pursuant to the said notice. Upon reading the application of the council of the corporation of the Town of Timmins and the resolution of the said council in favour of said annexation, and the other material filed.

1. This Board doth order, proclaim and adjudge that; All and singular those certain parcels or tracts of land and premises situate, lying and being in lots 1 and 2, concession 2, Township of Mountjoy, District of Temiskaming, which said parcels of land may be more particularly described as follows:

Firstly.—All of the south-west quarter and south-east quarter of the north half of said lot 1, concession 2, said south-west quarter and south-east quarter being laid out into lots and streets as shown on plan M. 26, now on file in the office of Land Titles for the District of Temiskaming at Haileybury, containing 80 acres, be the same more or less.

Secondly.—Part of that portion of the south-east part of the north part of said lot 2, concession 2, laid out into lots and streets as shown by plan M. 22, now on file in the office of Land Titles for the District of Temiskaming, at Haileybury, said part of plan M. 22, being more particularly described as follows:

Commencing at the intersection of the northerly limit of area laid out under said plan M. 22, with the east shore of Mattagami River; thence east astronomically along said northerly limit 974 feet eight inches more or less to the north-east corner of said area laid out under plan M. 22; thence south, two minutes east along the east limit of said area 832 feet four inches to the south limit of Allen Avenue; thence west astronomically along the south limit of said Allen Avenue and the westerly production thereof, 1146 feet 10¾ inches, more or less, to the east shore of the said Mattagami River; thence northerly along said east shore to the said point of commencement, containing 17.5 acres, be the same more or less; be, and the same are hereby annexed to the Town of Timmins.

2. And the Board doth further order, proclaim and adjudge that the said annexation shall take effect as and from the day of the date of this order.

3. And the Board doth further order, proclaim and adjudge that the said town with the annexed territory hereinbefore mentioned shall continue to be known as the Town of Timmins.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 7843.

In the Matter of the Petition of M. H. McGinnis and others, under section 9 of "The Local Improvement Act," against the apportionment of cost of construction of an asphalt concrete pavement on Station Street—from upper bridge to west side of Bettes Street, in the City of Belleville.

Sept. 22nd. Petition filed.

Nov. 1st. Hearing, pursuant to appointment, 10 a.m., 3.10 to 6.30 p.m., Court House, Belleville. Adjourned to Nov. 2nd, at 10 a.m.

Nov. 2nd. Hearing continued, 10 a.m. Petition allowed. Proceedings stayed for 30 days pending negotiations *re* alternative scheme. In lieu of understanding between parties, Board will hear alternative proposal of council.

Nov. 28th. Report of city engineer filed.

PROCEDURE FILE 7849.

Application by the City of Kitchener, under section 479 of "The Consolidated Municipal Act, 1922," for approval of opening of a 20-foot lane from Benton Street to Eby Street in the said City.

Sept. 22nd. Application and material filed.

Oct. 2nd. Order.

Dec. 1st. Matter having, on application and complaint of certain ratepayers, been reopened. Hearing, pursuant to appointment, 12 m., City Hall, Kitchener. Plan approved.

October 2nd, 1922.

ORDER.

Upon the application of the said corporation, and upon reading the affidavit of Martin Huenergard, assessment commissioner of the said city, the copy of the said by-law and the other material filed.

The Board orders, under and in pursuance of the provisions of section 479 of "The Consolidated Municipal Act, 1922," that the said By-law No. 1673, intituled "By-law No. 1673 of the City of Kitchener," be, and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 7869.

Application by the Township of Grantham, under section 295 of "The Consolidated Municipal Act, 1922," for validation of its By-law No. 395 and the debentures thereunder—($35,000 for school purposes in consolidated school sections 5 and 6).

Oct. 2nd. Application and material filed.

Oct. 16th. Hearing, pursuant to appointment, 11.30 a.m. to 4 p.m. Application granted. By-law to be validated. Applicants to draft order.

Oct. 19th. Approved draft order filed.

Oct. 20th. Order issued.

October 16th, 1922.

ORDER.

Upon the application of the corporation of the Township of Grantham, heard this day in pursuance of appointment issued by this Board in presence of counsel for the Applicants, for the Public School Board of consolidated school

section number 5 and 6 of the said Township of Grantham, and for certain ratepayers of such consolidated school section opposing the application, and upon hearing the evidence adduced and what was alleged on behalf of all parties;

The Board orders, under and in pursuance of section 295 of "The Consolidated Municipal Act, 1922" that the said by-law intituled "Township of Grantham By-law No. 395, a "By-law to authorize the issue of debentures for $35,000 to pay for the enlargement of school site and addition to present school house in consolidated school section numbers 5 and 6," be, and the same is hereby approved and validated.

And it is ordered, under and in pursuance of the provisions of "The Consolidated Municipal Act, 1922," that a certificate be granted approving the said by-law of the corporation of the Township of Grantham, and declaring the same valid and binding, and that its validity is not open to question in any court, on any ground whatever, and that the debentures issued under the authority of, and in accordance with the said by-law be also approved, and that the same be certified as provided by the said Act.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7870.

Application by the Township of Etobicoke, under section 6, chapter 81, Ontario Statutes, 1918, for approval of its proposed By-law No. 1384—to set aside and designate a definite area (No. 4) and for construction and extension of water mains in such area, &c. ($40,000).

Oct. 2nd. Application and material filed.
Oct. 20th. Hearing, pursuant to appointment, 11 to 11.10 a.m.
Oct. 21st. Report of vice-chairman (under section 9, chapter 186, R.S.O.) filed.
Oct. 30th. Form of order filed.
Oct. 30th. Order.

Report.

The undersigned having heard this application pursuant to section 9 of chapter 186, R.S.O. 1914, at the Board's Chambers, on the 20th day of October, A.D. 1922, at the hour of eleven o'clock in the forenoon, public notice of the said hearing having been given as directed by the Board.

Mr. W. L. Steele appearing for the Applicants, and no one opposing the application.

Notice of the hearing was published in two newspapers on the 11th and 18th instants, and the posting as required by the Board.

The record appears to be complete. I therefore recommend the approval of this application by the Board, and that the necessary order or certificate should issue approving By-law No. 1384 as required under chapter 81, 8 Geo. V. (1918).

Respectfully submitted,
(Sgd.) A. B. Ingram,
Vice-Chairman.

Toronto, October 21st, 1922.

October 20th, 1922.

Order.

Upon the application of the said corporation and upon reading the notice of the application, the declarations of Stephen Barratt and H. L. Steele, filed,

as to posting and publication thereof, and a copy of the said by-law, and other material filed, and upon hearing counsel for the applicants and no one appearing in opposition to the application.

The Board orders and certifies, under and in pursuance of the provisions of the said Act, being chapter 81 of the Statutes of Ontario, 8 Geo. V, being a special act in reference to the Townships of Scarboro and Etobicoke, that the said By-law No. 1384 intituled "By-law No. 1384. A by-law of the municipality of the Township of Etobicoke to set aside and designate a definite section or area in the Township of Etobicoke, to construct and extend a system of water mains and works in the area hereinafter described for the benefit of such defined area, and to provide for the expenditure of the sum of $40,000 in the construction thereof, and to authorize the issue of debentures of the Township of Etobicoke, to the amount of $40,000 for the purpose of raising the said sum," be, and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 7878.

Between:

The Corporation of the County of Hastings,
Applicant,

—and—

The Township of Marmora, John Clemens and John Doyle,
Respondents.

(Application under subsections (9) and (10) of section 460 of "The Consolidated Municipal Act, 1922," for relief from rebuilding bridge across "Lilly Creek," between lots 5 and 6, concession 7, Township of Marmora.

Oct. 3rd. Application, etc., filed.

Nov. 1st. Hearing, pursuant to appointment, 10-11 a.m., Court House, City of Belleville. Application granted.

Nov. 23rd. Draft order filed.

Nov. 23rd. Order issued.

November 1st, 1922.

Order.

Upon the application of the corporation of the County of Hastings, in presence of counsel for the said Applicant, John W. Richardson, Reeve of the Township of Marmora, John Clements and John Doyle, and J. K. McKinnon, and upon hearing the evidence adduced and what was alleged by counsel for the Applicant, and by the other parties aforesaid in person.

1. The Board orders, under and pursuant to subsections 9 and 10 of section 460 of "The Municipal Act," R.S.O. 1914, chapter 192, that the said Applicant be, and it is hereby relieved from the obligation to rebuild the bridge over Lilly Creek on the road between lots 5 and 6 in the 7th concession of the Township of Marmora.

2. The Board further orders that the corporation of the County of Hastings shall pay to John Clemens the sum of Seven Hundred and Ninety-nine Dollars ($799.00) upon his executing a release and discharge to the said corporation of the County of Hastings from all responsibility in the rebuilding, maintenance and upkeep of the said bridge.

3. The said Board further orders that the corporation of the County of Hastings shall pay to John Doyle the sum of Seventeen Hundred Dollars

($1700.00) upon his executing a release and discharge to the said corporation of the County of Hastings from all responsibility in the rebuilding, maintenance and upkeep of the said bridge.

4. And the said Board further finds that the said J. K. McKinnon has no claim against the said corporation of the County of Hastings, by reason of their failing to rebuild the said bridge.

5. The Board makes no order as to costs, except that the Applicant pay the sum of Fifteen Dollars ($15.00) for law stamps on this order.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal.)

Procedure File 7879.

Between:

The Corporation of the County of Hastings,

Applicant.

—and—

The Corporation of the Township of Elzevir, H. A. Jiffkins and Thomas F. Blue,
Respondents.

(Application under subsections (9) and (10) of section 460 of "The Consolidated Municipal Act, 1922," for relief from rebuilding of "Forks" bridge and "Black Creek" bridges (2).

Oct. 3rd. Application filed.

Nov. 1st. Hearing, pursuant to appointment, 10 a.m; 12 m. to 3.30 p.m., Court House, Belleville. Application granted.

Nov. 23rd. Approved draft order filed.

Nov. 23rd. Order issued.

November 1st, 1922.

Order.

Upon the application of the corporation of The County of Hastings, in presence of counsel for the said Applicant, and in presence of James Moore, reeve of the Township of Elzevir and Grimsthrope (the Respondent), and in the presence of counsel for the said H. A. Jiffkins, Thomas F. Blue, John Groves and William King, and upon hearing the evidence adduced and what was alleged by counsel for the parties aforesaid.

1. The Board orders, under and in pursuance of subsections 9 and 10, of section 460 of "The Municipal Act," R.S.O. 1914, chapter 192, that the said Applicant be and it is hereby relieved from the obligation to rebuild the bridges on the County Road from the eastern boundary line of the Township of Madoc in the County of Hastings, north-easterly across the north-west part of the said Township of Elzevir, through "The Flats" to the southern boundary line of the Township of Grimsthorpe, in the said County of Hastings.

The principal bridges thereon being known as the "Forks Bridge" on the road to the flats, "Black Creek Bridge" below the flats, and "Black Creek Bridge" at the flats, on the said portion of the road hereinbefore described.

2. And the Board further orders that the corporation of the County of Hastings shall pay to H. A. Jiffkins and John Groves the sum of Thirteen Hundred and Forty-nine Dollars ($1,349.00) upon their delivering to the said Applicant a proper deed of release, grant and surrender for all claim for the maintenance or upkeep of that portion of the County Road hereinbefore mentioned, and all

claim or claims for damages that they or either of them might or could have against the Applicant for or by reason of it or its successors or assigns not maintaining and keeping in repair the above described part or portion of road, or any bridge upon the same, and all right or title they or either of them may have to any right of way to or from their said lands by reason of the closing of the said road.

3. And the Board further orders that the corporation of the County of Hastings shall pay to the said Thomas F. Blue the sum of Thirteen Hundred and Forty-nine Dollars ($1,349.00) upon his delivering to the said Applicant a proper deed of release, grant and surrender for all claim for the maintenance or upkeep of that portion of the County Road hereinbefore mentioned, and all claim or claims for damages that he might or could have against the Applicant for, or by reason of it or its successors or assigns not maintaining and keeping in repair the above described part or portion of road, or any bridge upon the same, and all right or title he may have to any right of way to or from his said land by reason of the closing of the said road.

4. And the said Board further orders that in case the said H. A. Jiffkins and John Groves or either of them shall refuse to accept of the said Thirteen Hundred and Forty-nine Dollars ($1,349.00) in full of their claims as hereinbefore set forth, the said Applicant may pay the same into the court in lieu of any claims they may have against the Applicant on account of the matters hereinbefore set forth.

5. And the said Board further orders that in case the said Thomas F. Blue shall refuse to accept of the said Thirteen Hundred and Forty-nine Dollars ($1,349.00) in full of his claim as hereinbefore set forth, the said Applicant may pay the same into the court in lieu of any claims he may have against the Applicant on account of the matters hereinbefore set forth.

6. And the said Board further orders that the corporation of the County of Hastings shall pay to the said William King, the sum of Two Hundred Dollars ($200.00), upon his delivering to said Applicant a proper deed of release, grant and surrender for all claim for the maintenance or upkeep of that portion of the County Road hereinbefore mentioned, and all claim or claims for damages he might or could have against the Applicant for or by reason of it or its successors or assigns not maintaining and keeping in repair the above described part or portion of road, or any bridge upon the same, and all right or title he may have to any right of way to or from his said land by reason of the closing of the said road.

7. And the said Board further orders that in case the said William King shall refuse to accept of the said Two Hundred Dollars ($200.00) in full of his claim as hereinbefore set forth, the said Applicant may pay the same into the court in lieu of any claims he may have against the Applicant on account of the matters hereinbefore set forth.

8. And the Board makes no order as to costs, except that the Applicant shall pay the sum of Fifteen Dollars ($15.00) for law stamps on this order.

(Sgd.) D. M. McIntyre,

(Seal.) *Chairman.*

PROCEDURE FILE 7880.

Between:

The Corporation of the County of Hastings,

Applicant,

—and—

The Townships of Tudor and Cashel,

Respondents.

(Application under subsections (9) and (10) of section 460 of "The Consolidated Municipal Act, 1922," for relief from rebuilding of "Thwaites" bridge.

Oct. 3rd. Application filed.

Nov. 1st. Hearing, pursuant to appointment, 10 a.m., 11 a.m. to 12 m., Court House, Belleville. Application granted.

Nov. 27th. Draft order filed.

Nov. 27th. Order issued.

November 1st, 1922.

ORDER.

Upon the application of the corporation of the County of Hastings, in the presence of counsel for the said Applicant, and in presence of Henry Ray, reeve of the Township of Tudor and Cashel (the Respondent), and upon hearing the evidence adduced, and what was alleged by counsel and the parties aforesaid.

1. The Board orders, under and in pursuance of subsections 9 and 10, of section 460 of "The Municipal Act," R.S.O. 1914, chapter 192, that the said Applicant be, and it is hereby relieved from the obligation to rebuild the bridge over Beaver Creek, between lots 22 and 23 in the 17th concession of the Township of Tudor, known as the "Thwaites Bridge."

2. And the Board further orders that the corporation of the County of Hastings shall, in accordance with its agreement with the Township of Tudor and Cashel, assume that portion of the road from the Five Mile Turn on the Snow Road to Spracketts Corners on the Cashel Road, in the said Township of Tudor and Cashel, a distance of five miles, as a County Road; and further pay the corporation of the Township of Tudor and Cashel a sum not to exceed One Thousand Dollars ($1,000.00) if necessary, to indemnify the said Township of Tudor and Cashel against any costs for the purchase of any private property necessary for the closing of that portion of the road upon which the said bridge is situate, being the road leading from Thwaites Corners in the said Township of Tudor to the boundary of the Township of Limerick, which portion of road the said Township of Tudor and Cashel has agreed with the Applicant to assume by by-law forthwith as a township road.

3. And the Board further orders that the said "Thwaites Bridge" over Beaver Creek in the Township of Tudor shall henceforth be the property of the said Township of Tudor and Cashel, and that it shall be at liberty to remove the present structure known as "Thwaites Bridge."

4. And the Board makes no order as to costs, except that the Applicant shall pay the sum of Fifteen Dollars ($15.00) for law stamps on this order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 7883.

Application by William Hall, owner, under "The Planning and Development Act," for approval of plan of lots I and J; also lot 1 and parts lots 2 and 3, west of Highbury Avenue, registered plan 266, Township of London, now in City of London.

Oct. 3rd. Application and material filed.

Nov. 14th. Hearing, pursuant to appointment, 2.30 to 3.10 p.m., Board's Chambers. Applicants to show one foot reserve on west side of Elgin Street (where narrow) and deed same to London or open with jog. City to serve its election within 10 days. Fee to be tendered to city before plan filed (no exemption for flankages as to frontage fees).

PROCEDURE FILE 7901.

Application by the City of Toronto, under section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 9331. Restricted area on Balmoral Avenue, between Warren Road and Poplar Plains Road.

Oct. 14th. Application and copy of by-law filed.

Oct. 30th. Hearing, pursuant to appointment, 11 to 11.30 a.m. at Board's Chambers. Application granted. Applicant's solicitor to draft order and submit to Mr. Jones for approval.

Nov. 7th. Draft order filed.

Nov. 8th. Order issued.

October 30th, 1922.

ORDER.

Upon the application of the said corporation and upon reading the material filed by William Johnston, Esquire, K.C., solicitor for the Applicant, and upon hearing what was alleged by counsel for the Applicant and by counsel for the parties in favour thereof, no one opposing the application although public notice of the hearing of same was duly given.

The Board orders under and in pursuance of the provisions of section 399a of The Consolidated Municipal Act, being chapter 72, Ontario Statutes, 1922, that the said By-law No. 9331 intituled "A by-law to prohibit the use of land or the erection or use of buildings on the property fronting or abutting on either side of Balmoral Avenue, between Warren Road and Poplar Plains Road, for any other purpose than that of a detached private residence," be, and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

PROCEDURE FILE 7910 (P. 420).

Application by the Village of Elmira, under section 20 of "The Consolidated Municipal Act, 1922," for erection of the said village into a town.

Oct. 20th. Application and material filed.

Nov. 13th. Hearing, pursuant to appointment, 12 m. to 12.30 p.m., Court House, Kitchener. Application granted. Incorporation to take effect December 31st, 1922.

Nov. 15th. Report by Mr. McIntyre (under section 9, chapter 186, R.S.O.) filed.

Nov. 21st. Draft order filed.

Nov. 23rd. Order issued.

REPORT.

To

The Ontario Railway and Municipal Board.

I beg leave to report that, by authority of the Board, I did, on Monday, the 13th day of November, A.D. 1922, at the hour of 12 o'clock noon, attend at the Court House in the City of Kitchener on the return of the appointment issued by the Board in this matter. Satisfactory proof was submitted to me of publication of the notice of application to the Board in the *Elmira Signet*, a newspaper published in the Village of Elmira, for three months extending from the 13th April, 1922, to the 20th July, 1922; also that the said Village of Elmira has a population of not less than 2,000.

Satisfactory proofs were also submitted of publication of the Board's appointment returnable on the above date by posting copies of the same in the Municipal Hall in the Village of Elmira, in the Post Office in said village and in the Court House in the City of Kitchener, and also in six conspicuous places in the said Village of Elmira.

Proof was also made of the service of a copy of said appointment on the Clerk of the County of Waterloo and on the Clerk of the Township of Woolwich.

No one appeared in opposition to the application and I report recommending that the application be granted, the incorporation of the town to take effect on the 31st December, A.D. 1922.

(Sgd.) D. M. McINTYRE,
Chairman.

Toronto, November 15th, 1922.

November 13th, 1922.

ORDER.

Upon the application of the Municipal Council of the Village of Elmira, upon reading the petition of the said council and the affidavits of John H. Ruppel, Clerk of the said village, and the other material filed, upon consideration of the blue print plan of said village filed, and upon hearing what was alleged by Counsel for the Applicant, no one appearing to oppose the said application although public notice of the hearing of same was duly given as directed by this Board;

1. It is hereby ordered that the said Village of Elmira as at present constituted be, and the same is hereby erected into a town.

2. It is further ordered that the name of the said town shall be "The Town of Elmira."

3. And it is further ordered and declared that the existing limits of the said Village of Elmira shall be the boundaries of the Town of Elmira and may be described as follows:

Being composed of lot number eighty-eight (88) and part of lot number eighty-nine (89) in the German Company Tract in the Township of Woolwich, containing by admeasurement five hundred acres, be the same more or less, and which may be more particularly described as follows, that is to say:

Commencing at the south-east angle of the said lot number eighty-eight (88) of the German Company Tract in the Township of Woolwich, thence north seven degrees fifteen minutes east along the easterly limit of the said lot, forty-three chains and ninety links more or less to the centre of Church Street; thence north eighty-two degrees forty-five minutes west along the same three chains and nine and one-quarter links, thence north seven degrees fifteen minutes east

thirty chains, thirty-three and one-half links; thence north eighty-two degrees, forty-five minutes west, parallel with the northerly limit of the said lot number eighty-nine seventy-six chains, seventy-five and three-quarter links more or less to the westerly limit of the said lot number eighty-nine; thence south seven degrees fifteen minutes west along the westerly limit of the said lots numbers eighty-eight and eighty-nine, seventy-four chains, twenty-three and one-half links more or less to the southerly limit of the said lot number eighty-eight, thence along the same south eighty-two degrees forty-five minutes east, seventy-nine chains, eighty-five links more or less to the place of beginning.

4. And it is further ordered that the said Town of Elmira shall be and the same is hereby divided into three wards to be known as the "North Ward," "East Ward" and "West Ward" as shown on the plan filed herein and particularly described as follows:

(1) *North Ward.*

The North Ward shall consist of all that part of the Corporation of Elmira lying north of the centre line of Church Street.

(2) *East Ward.*

The East Ward shall consist of all that part of the Corporation of the Town of Elmira lying south of the centre line of Church Street and east of the centre line of Arthur Street.

(3) *West Ward.*

The West Ward shall consist of all that part of the Corporation of Elmira lying south of the centre line of Church Street and west of the centre line of Arthur Street.

5. And it is further ordered that the council shall consist of a mayor and reeve and six councillors, to be elected by general vote, the said elections and all appertaining thereto to be arranged and conducted in the manner as provided by "The Consolidated Municipal Act, 1922."

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7911.

Application by the City of Stratford, under section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 2740, prohibiting the use of land or the erection or use of buildings on certain highways as set forth in Schedule "B" thereto, for any other purpose than that of a detached private residence.

Oct. 21st. Application and material filed.

Dec. 15th. Hearing, pursuant to appointment, 1.30 to 3.30 p.m. (including view), at Court House, Stratford. By-law approved except as to that part of Cobourg Street lying west of Waterloo Street (objection by Thos. F. Roome) and that part of Cambria Street between Erie and Wellington Streets (objection by N. A. Kestner).

Dec. 20th. Amending By-law No. 2749 filed.

Dec. 20th. Approved draft order filed.

Dec. 21st. Order issued.

December 21st, 1922.

Order.

The application of the said Corporation having been heard by this Board at the sittings held at Stratford on Friday, the 15th day of December, 1922, upon reading the said by-law and the statutory declarations of Walter Herbert

Dorland, Clerk of the said municipality; Thomas H. Ruston, William Gunn Owens and William Henry Riehl, filed, and the exhibits therein referred to, and the notices of objection to the said by-law of T. F. Roome and Norman A. Kestner, and upon hearing the evidence adduced and viewing the portions of the streets mentioned in the said objections, and upon hearing Counsel for the said corporation and for the said T. F. Roome and Norman A. Kestner, and the Board having directed that the said By-law No. 2740 be amended by inserting after the words "Cambria Street" in the tenth clause of Schedule "A" to the said by-law the words "except the south side of Cambria Street between Wellington and Erie Streets," and by inserting after the words "Cobourg Street" in the fifteenth paragraph of the said schedule the words "except that part of Cobourg Street lying west of Waterloo Street," and the said By-law No. 2740 having been so amended by amending By-law No. 2749, a copy whereof has been filed;

1. The Board orders, under and in pursuance of said section 399a of "The Consolidated Municipal Act, 1922," that the said By-law No. 2740 of the City of Stratford, as amended by said By-law No. 2749 of the said City of Stratford, and the said amending By-law No. 2749 be and the same are hereby approved.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

Procedure File 7923.

Application by Ellen May Ladd, owner, under "The Planning and Development Act," for approval of plan of part farm lots 110 and 111, con. 3, Township of Sandwich East, County Essex.

Oct. 27th. Application and material filed.

Nov. 8th. Hearing, pursuant to appointment, 11 to 11.30 a.m., Board's Chambers. Plan approved and certified.

Procedure File 7927.

Application by the City of Niagara Falls, under subsections 11, 12, 13, 13a, 13b and 14 of section 401 of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 1089, to provide for the weighing of coal and coke.

Oct. 31st. Copy of by-law filed.

Nov. 9th. Hearing, pursuant to appointment, 2.30 to 3.20 p.m., at Board's Chambers. Application granted. By-law approved. Order will be issued on filing of proof of posting of notice of hearing.

Nov. 15th. Proof as directed filed.

Nov. 15th. Order.

November 15th, 1922.

Order.

Upon the application of the said Corporation of the City of Niagara Falls, and the Board having appointed Thursday, the 9th day of November, 1922, for the hearing of such application, and public notice of such hearing having been duly given as directed by the Board, and no one appearing at such hearing to oppose the application; upon reading the said By-law No. 1089 and the statutory declarations of Walter J. Saymour, Clerk of the said city, filed;

The Board orders, under and in pursuance of the provisions of subsections 11, 12, 13, 13a, 13b and 14 of section 401 of "The Consolidated Municipal Act, 1922," that the said By-law No. 1089, intituled "By-law No. 1089, To provide for the weighing of Coal and Coke," be and the same is hereby approved.

(Sgd.) D. M. McIntyre,

(Seal) *Chairman.*

PROCEDURE FILE 7934.

Application by the City of Toronto, under section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 9373, restricted area on Inglewood Drive, from Maclennan Avenue to Clifton Road.

Nov. 2nd. Application and copy of by-law filed.

Nov. 14th. Hearing, 11 a.m., 12.05 to 12.15 p.m., pursuant to appointment. Application granted. Applicant's solicitor to draft order.

Nov. 29th. Draft order filed.

Nov. 30th. Order issued.

November 14th, 1922.

ORDER.

Upon the application of the said corporation and upon reading the material filed by William Johnston, Esquire, K.C., Solicitor for the Applicant, upon hearing what was alleged by Counsel for the Applicant and no one appearing to oppose the said application, although public notice of the hearing of same was duly given as directed by the Board;

The Board orders, under and in pursuance of the provisions of section 399a of "The Consolidated Municipal Act, 1922," being chapter 72, Ontario Statutes, 1922, that By-law No. 9373, intituled "A by-law to prohibit the use of land or the erection or use of buildings on either side of Inglewood Drive from Maclennan Avenue to Clifton Road, for any other purpose than that of a detached private residence," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7935.

Application by the City of Toronto, under subsection (2b) of section 399a of "The Consolidated Municipal Act, 1922," for approval of its By-law No. 9369, repealing By-law No. 8815 as to No. 23 Roxborough Street West.

Nov. 2nd. Application and copy of by-law filed.

Nov. 14th. Hearing, pursuant to appointment, 11 a.m. to 12.05 p.m. Judgment reserved.

Nov. 15th. Application granted. (See letter of this date to City Solicitor.)

Nov. 29th. Draft order filed.

Nov. 30th. Order issued.

November 15th, 1922.

ORDER.

Upon the application of the said Corporation, and upon reading the material filed by William Johnston, Esquire, K.C., Solicitor for the Applicant, and upon hearing what was alleged by Counsel for the Applicant and for the parties concerned, and the Board having reserved judgment until this day and having viewed the premises in question;

This Board orders, under and in pursuance of the provisions of section 399a of "The Consolidated Municipal Act, 1922," being chapter 72, Ontario Statutes, 1922, that By-law No. 9369, entitled "A by-law to repeal By-law No. 8815 as to No. 23 Roxborough Street West, restricting Roxborough Street West to detached private residences," as amended by By-law No. 9412, intituled "A by-law to correct a typographical error in By-law No. 9369," be and the same is hereby approved.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal)

PROCEDURE FILE 7940.

Between:

The Corporation of the City of Ottawa,

Appellant,

—and—

The Ottawa Electric Railway Co.,

Respondent.

(Assessment Appeal.)

Nov. 4th. Appeal filed.

Dec. 4th. Hearing, pursuant to appointment, 11 a.m.; 11.30 a.m. to 12.40 p.m. Judgment reserved.

Dec. 14th. Judgment delivered dismissing appeal.

Dec. 21st. Order in form of approved draft filed, issued.

OPINION OF THE BOARD.

The Board is of the opinion that the decision of the learned County Judge should be affirmed.

Section 7 of "The Assessment Act" in force when the exempting agreement was made (55 Vic., chapter 48) enacts that:

"All property in this province shall be liable to taxation," subject to certain exemptions which are not material here. By paragraph 8 of section 2 of that Act it is declared that "property" shall include both real and personal property as thereinafter defined. By paragraph 10 "personal property" is declared to include, amongst other things, "income and all other property except land and real estate and real property" as in the Act defined.

It seems to the Board that the exempting provisions of the agreement of 28th June, 1893, between the city and company must be interpreted in the light of the foregoing definitions contained in the taxing Act in force when the agreement was made. If this is so then summarily the effect of paragraph 18 of the agreement when made was to declare that real estate as to taxation should be left to the operation of the general law, but that personal property should be exempt from taxation, including under that designation, in the language of the statutory interpretation clause, "all other property except land and real estate and real property" as therein defined.

When in 1904 radical changes were made in respect of the taxation of personal property and a new tax provision was introduced whereby every person occupying or using land for the purpose of certain enumerated businesses should be assessed for a sum to be called "business assessment," the company was still entitled to claim under its agreement that it was taxable in respect of real estate but exempt from taxation as to personal property. Now, while the quantum of the levy for business assessment is computed by reference to the assessed value of the land used or occupied, it is expressly declared that the tax shall not constitute a charge upon the land occupied or used, but shall be paid by the person assessed. From this it is clear that the tax is not a tax on real property but a tax on personal property as defined in the Assessment Act in force when the exemption agreement was made. From this latter tax the company is, it seems to the Board, exempt by force of the joint effect of paragraph 18 of the agreement and the saving provisions contained in section 233 of the Assessment Act which found a place in the original Act of 1904 as section 226. If the interpretation of the agreement and statute contended for by the city is conceded, clearly the Assessment Act of 1904 and its corresponding provisions in the Revised Statutes

will affect the terms of the agreement and deprive the company of a part of the benefit intended to be secured for it under the agreement.

The appeal will be dismissed, but without costs to either party. There will be a fee of $10.00 on the Board's Order payable in law stamps by the Appellant.

(Sgd.) D. M. McIntyre,
Chairman.

Toronto, December 12th, 1922.

December 12th, 1922.

Order.

The appeal of the above-named Appellant from the judgment of His Honour Judge Mulligan, Judge of the County Court of the County of Carleton, pronounced in the above matter on the 26th day of October, A.D. 1922, declaring that the above Respondent is exempted from the payment of that form of assessment for taxation called Business Tax, having come on to be heard before this Board on the 4th day of December, A.D. 1922, in the presence of Counsel as well for the Appellant as the Respondent, whereupon and upon hearing Counsel aforesaid, the said Board was pleased to reserve judgment until this day.

1. The Board orders that the said judgment of His Honour Judge Mulligan should be and the same is hereby affirmed and that the said appeal should be and the same is dismissed without costs to either party except that the Appellant shall pay a fee of Ten Dollars in law stamps on the Order of the Board, and the Business Assessment of the said Respondent in respect of any and all the real estate occupied by it for the purposes of its business in the City of Ottawa, for the year 1922, upon the assessment therefor made in 1921, is hereby declared to be null and void.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Procedure File 7961.

Between:

The Corporation of the Township of Scarborough,
Appellant,

—and—

James D. Trees, et al,
Respondents.

(Assessment Appeal.)

Nov. 11th. Notice of appeal filed.

Dec. 5th. Hearing, pursuant to appointment, 10.30 to 11 a.m., at Board's Chambers. After conference parties agree to judgment assessing the property at $500.00 per acre.

Dec. 9th. Approved draft order filed.

Dec. 11th. Order issued.

December 5th, 1922.

Order.

Upon motion made unto this Board this day by Mr. H. E. Redman as Counsel for the Appellant, by way of appeal from the judgment pronounced by His Honour Judge Widdifield, of the County Court of the County of York, in presence of Mr. R. S. Cassels, K.C., and Mr. George M. Kelley as Counsel for

the Respondents, and it appearing that the said parties had agreed to fix the assessment of the lands involved in said appeal at the rate of $500.00 per acre, and had agreed that the area of said lands is one hundred and forty acres;

It is ordered that the assessment of the said lands being the subject of this appeal be changed to $70,000.00, and the Clerk of the Township of Scarborough is hereby required to amend the assessment roll for the year 1922 accordingly.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 7962.

Application by the Township of Scarborough, under chapter 81, Ontario Statutes, 1918, for approval of its By-law No. 1171, to set apart a further defined area (No. 2) for waterworks, and construction and operation of the Scarborough Waterworks System in such area, and the issue of debentures therefor ($34,000).

Nov. 18th. Application and material filed.

Dec. 8th. Hearing, pursuant to appointment, at Board's Chambers, 11 to 11.25 a.m. By-law to be amended (see Reporter's Notes) and will then be approved by the Board.

Dec. 14th. Order filed and issued.

December 8th, 1922.

Order.

Upon this matter coming on for hearing this day and upon hearing what was alleged by Henry E. Redman, Esquire, Counsel for the Applicant, and upon reading the duplicate original of the said proposed by-law and the other material filed, and upon reading the certificate of approval by the Provincial Board of Health filed;

The Board doth order, under and in pursuance of the provisions of chapter 81 of the Statutes of the Province of Ontario passed in the eighth year of the reign of His Majesty King George V, that the said By-law No. 1171 intituled "By-law to set apart a further defined area of the municipality to be known as 'Waterworks Area No. 2,'" and to authorize the construction and operation of the Scarborough Waterworks System in such area, and to authorize the issue of debentures to the amount of Thirty-four Thousand Dollars for the construction of trunk mains in such area, and to authorize the imposition and levy of the rates which have already been imposed upon Waterworks Area No. 1 at large in respect to said waterworks remaining unpaid after the 15th day of December, 1922, on both areas," be and the same is hereby approved.

(Sgd.) D. M. McIntyre,
(Seal) *Chairman.*

Procedure File 7963.

In the matter of the petition of T. L. Moffatt, et al, under section 21 of "The Consolidated Municipal Act, 1922," for annexation to the Town of Weston of parts lots numbers 3 and 4, con 5, west of Yonge Street, Township of North York, County of York.

Nov. 18th. Petition, etc., filed.

Dec. 8th. Hearing, pursuant to appointment, 11 a.m.; 11.25 a.m. to 12.20 p.m. Board directs that certificate of Township Clerk (that petition signed by majority of municipal electors) be filed. Hearing adjourned to 18th inst., at 11 a.m., pending negotiations *re* fixed assessments, etc. (See Reporter's Notes.)

Dec. 14th. Application abandoned. (See P.F. 8023, new application.)

Procedure File 8000.

Application by The Temiskaming Telephone Co., Ltd., under section 88 of "The Ontario Telephone Act, 1918," for authority to increase charges for service.

Dec. 5th. Application filed.

Dec. 19th. Hearing, pursuant to appointment, 2.15 to 5.15 p.m., Public Library, New Liskeard.

Dec. 20th. Hearing, 10 to 11.30 a.m., Union Bank Building, Englehart. Application granted.

Dec. 20th. Hearing, 2 to 3 p.m., T. & N. O. Railway Station, Charlton. Application granted.

Dec. 28th. Memorandum of chairman filed and adopted.

Dec. 29th. Order.

Memorandum.

This is an application of The Temiskaming Telephone Company, Limited, for authority to put into effect the following annual charges for service:

For local service at Haileybury, Englehart and Charlton:	
Business	$43 75
Residence	25 00
For rural service	25 00

These charges to be subject to a discount of 20 per cent. on all amounts paid within thirty days from the date of rendering the account for same.

These charges in so far as they apply to business and residence service at Haileybury, residence service at Englehart and Charlton and rural party line service involve an increase in the net rates of $5.00 per annum. For business telephones at Englehart and Charlton the proposed net increase is $10.00 per annum.

Since the hearing of this application the Applicant has, with the consent of the Board, amended its application in so far as it refers to the business rate at Englehart and Charlton so as to provide for an increase of $5.00 instead of $10.00 per annum. The application as now being considered is therefore limited to a proposed increase of $5.00 per annum in the net charge for business and local service at the points named herein and for rural service throughout the territory served by the Applicant.

This application was heard by the Board at sittings held in the Town of New Liskeard on December 19th, 1922, at Englehart and Charlton on December 20th, 1922, the Applicant being represented by its Counsel, Arthur W. Roebuck, Esquire, Mr. P. R. Craven, General Manager, appearing as witness in support of the application.

The only opposition submitted to the granting of this application was at Englehart, at which point the mayor and representatives of the Board of Trade objected to the proposed increase of $10.00 per annum for business telephones, at the same time expressing their willingness to consent to an addition of $5.00 per annum, this latter suggestion being subsequently agreed to by the Applicant as herein stated.

From the evidence adduced it would appear that as a result of the fire which swept the Haileybury, Englehart and Charlton district on October 4th, 1922, the Applicant has suffered a loss by the destruction of its plant to the extent of $50,750.00, or after deducting $3,500.00 for insurance, a net loss of $47,250.00. In addition to this depletion of its assets the annual revenue of the Applicant diminished from $58,770.00 to $41,450.00, for a reduction of $17,320.00 per

annum. To what extent the Applicant will recover this loss of revenue will depend on two factors:

(1) The extent to which the burnt area will be restored to normal conditions as they existed before the fire.

(2) The ability of the Applicant to provide funds to replace the plant destroyed and thereby place it in a position to furnish the demand for telephone service.

Dealing with the first factor, there is no doubt a considerable period will elapse before the situation will have recovered to such an extent as to furnish a demand for telephone service equal to that which existed before the fire. If this view is correct the Applicant cannot hope to recover its loss in the immediate future.

Dealing with the second factor, the Applicant estimates the cost of replacing its plant in Haileybury, Englehart and Charlton, including the rural lines destroyed at $34,500.00. Assuming the Applicant can borrow this amount at six per cent. per annum, repayable in ten annual instalments, it will require a yearly sum of $4,687.45 to wipe out this debt.

It is estimated under the most favourable conditions that the additional revenue which will be provided by the proposed increase will not exceed $2,500.00 per annum. It is, therefore, obvious that without considering the estimated temporary loss of revenue of $17,300.00, the revenue from the proposed increase will not be sufficient to meet the annual payments necessary to retire the estimated cost of replacing the plant in the burnt area.

There is no doubt that the number of subscribers at Haileybury will for a period at least be very much less than at the time of the fire, and there will, therefore, be a corresponding reduction in the cost of operation. It is also possible that by the exercise of the strictest economy the Applicant may be able to further reduce its annual expenses. The Board, however, is satisfied that any reduction in expenses which the Applicant may be able to make will not equal the loss of revenue herein referred to.

For the foregoing reasons the Board is of opinion that as a temporary expedient this application, as amended by the Applicant, should be granted, and that the Applicant be authorized to make the following charges for telephone service for the year 1923:

For Business Local Service:
Haileybury..... $43 75 per annum.
Englehart and Charlton..... 37 50 per annum.

For Residence Local Service:
Haileybury, Englehart and Charlton..... 25 00 per annum.

For Rural Party Line Service..... 25 00 per annum.
The foregoing charges to be subject to a discount of 20 per cent. on all amounts paid within thirty days from the date of rendering the account for same.

In view of the uncertain conditions which will exist for some period in the burnt area, the Board will require the Applicant from time to time to furnish such particulars regarding its financial position as may enable the Board to determine whether the charges now authorized shall continue in effect after December 31st, 1923.

I agree.

(Sgd.) A. B. I.

(Sgd.) D. M. McINTYRE,
Chairman.

Toronto, December 28th, 1922.

(Seal)

December 29th, 1922.

ORDER.

Upon the application of the above-named Applicant, upon hearing the evidence adduced on behalf of the Applicant and other parties interested, upon hearing Counsel for the Applicant, and upon reading the said application, statement of assets and liabilities, receipts and disbursements and other material on file:

The Board orders, subject to the several conditions prescribed in this order, that the Applicant, The Temiskaming Telephone Company, Limited, be authorized to charge the following rates for telephone service for the year 1923:

For Business Local Service:	
Haileybury	$43 75 per annum.
Englehart and Charlton	37 50 per annum.
For Residence Local Service:	
Haileybury, Englehart and Charlton	$25 00 per annum.
For Rural Party Line Service	25 00 per annum.

The foregoing charges to be subject to a discount of 20 per cent. on all amounts paid within thirty days from the date of rendering the account for same.

The Board further orders that the Applicant shall on or before the 20th day of April, July and October, 1923, furnish the Board with a statement containing the following particulars covering its operations during the three months preceding that in which such statement is furnished:

1. Assets and liabilities as on the last day of the quarterly period covered by the statement furnished.
2. Revenue and expenses.
3. Number of stations of each class of service earning rental on the last day of each aforesaid period, showing:
   (a) Class of service, i.e., business, residence, rural, etc.
   (b) Annual rental.
   (c) Total rental derived from each class of service.
   (d) Total revenue derived from all classes of service.
   (e) Revenue from tolls and commissions on long distance business.
   (f) Other revenue.
   (g) Total revenue from all sources.
4. The same particulars as in the preceding paragraph for each of the following places: Haileybury, Englehart, Charlton, including rural stations connecting at these points.
5. Expenditure on construction, new plant and equipment, and reconstruction at each of the following places: Haileybury, Englehart, Charlton, showing details of new plant and equipment and cost of labour.
6. Same particulars as in preceding paragraph covering the whole territory served by the Applicant.
7. Cost of operation, maintenance and management at each of the following points: Haileybury, Englehart, Charlton, with particulars as to the number and wages of employees at each point.
8. Similar particulars as in preceding paragraph covering the whole territory served by the Applicant.

And the Board makes no order for costs or for law stamps.

(Sgd.) D. M. McINTYRE,

(Seal.) *Chairman.*

PROCEDURE FILE 8003.

Between:

G. F. Kelly, (V.S.), et al,

Applicants,

—and—

The Home Telephone Co., Ltd.,

Respondent.

(Application under section 86 of "The Ontario Telephone Act, 1918" for a reconsideration of the Board's approval and the transfer to the Respondent of certain plant and equipment of The Bell Telephone Co. of Canada, Ltd., serving the Applicants.)

Dec. 5th. Application and other material filed.

Dec. 12th. Hearing, pursuant to appointment, 11 a.m. to 1 p.m. at Board's Chambers. Petition dismissed. Suggestion made that parties endeavour to reach a mutual agreement.

PROCEDURE FILE 8004.

In the Matter of the Petition of William Singer and others, under section 21 of "The Consolidated Municipal Act, 1922," for annexation to the Town of Oshawa of part of the Township of East Whitby.

Dec. 6th. Application and other material filed.

Dec. 13th. Hearing, pursuant to appointment, 11 a.m. to 12.30 p.m., Council Chamber, Town Hall, Oshawa. Application granted. Annexation to take effect from date of order; financial settlement to be as of December 31st, 1922.

Dec. 16th. Draft order filed.

Dec. 16th. Order issued.

December 13th, 1922.

ORDER.

1. Upon the application of the above-named petitioners for an order annexing to the Town of Oshawa the lands described in the said petition upon the terms set out in the said petition, and in a resolution of the council of the municipal corporation of the Town of Oshawa adopted on the 27th of November, 1922, and the Board having appointed Wednesday, the 13th day of December, 1922, for the hearing of such application and having directed that this appointment be published, at least twice before the hearing, in a newspaper published in the Town of Oshawa and, also, that copies of the appointment be posted in the area to be annexed and at the town hall and post office in the Town of Oshawa, and that the appointment be served on the corporation of the Township of East Whitby and the County of Ontario, and the said application having come on this day for hearing in the presence of counsel for the corporation of the Town of Oshawa and for the Township of East Whitby and of certain municipal electors of the area proposed to be annexed, appearing in person, and the Board having considered the petition and the plan showing the land to be annexed, and having read the said petition and the said resolution of the council of the Town of Oshawa, and the affidavit of Paul G. Purves, clerk of the Township of East Whitby, proving the sufficiency of the said petition, and of M. M. Gibson, O.L.S., proving the area of the Town of Oshawa and of the area to be annexed; and the affidavit of R. H. James, assessor of the Town of Oshawa, proving the population of the Town of Oshawa; and the affidavit of John McGregor, assessor

of the Township of East Whitby, proving the population of the area to be annexed; and the affidavits of George W. Terry and Dorothy Conant Myers, proving service of notice of said petition and resolution and of the Board's appointment on the council of the Township of East Whitby and of the County of Ontario; and proof of the advertisement and posting up of the Board's appointment, as directed by the Board, having been furnished; and upon hearing what was alleged by counsel, as aforesaid, and by certain municipal electors, who appeared and desired to be heard.

2. The Board orders and proclaims that all that part of the Township of East Whitby described as follows, namely: all that part of the Broken Front Concession of the Township of East Whitby, in the county and province of Ontario, described as follows: Commencing at the intersection of Park Road with the Base Line Road; thence southerly along the centre line of allowance for road between lots 12 and 13, to the south limit of the lands of the Grand Trunk Railway Company; thence easterly along the south limit of the lands of the Grand Trunk Railway Company to the centre line of Lot No. 11; thence south along the centre line of Lot No. 11 to the south limit of Lot No. 4, on Plan No. 180; thence easterly along the southerly limit of said Lot No. 4, to and along the centre line of the road (known as Sandy Small Road, running from the Nonquon Road, or Simcoe Street to the allowance for road between Lots 10 and 11), to the westerly limit of the lands of the Robson Leather Company; thence southerly and easterly along the westerly and southerly limit of the lands of the Robson Leather Company to the westerly limit of Lot No. 9; thence southerly along the westerly limit of Lot No. 9, to the water's edge of Lake Ontario; thence easterly along the water's edge of Lake Ontario to the easterly limit of the lands of the Dominion Government; thence north-westerly along the easterly limit of the lands of the Dominion Government to the centre line of the allowance for road between Lots 5 and 6; thence northerly to the centre line of the new road laid out on the north side of the harbour known as "Harbour Road"; thence westerly along Harbour Road to the easterly limit of Lot No. 7; thence northerly along the easterly limit of Lot No. 7 to the Base Line; thence westerly along the centre line of the Base Line Road to the place of beginning; be, and the same is hereby added and annexed to the Town of Oshawa, and shall be and form ward number 5 of the said town, subject to the terms and conditions set forth in a certain agreement bearing date the 11th day of December, 1922, and made between the Town of Oshawa, the Township of East Whitby and the Police Village of Cedar Dale, and registered in the registry office for the County of Ontario, as Deposit No. 430.

3. In order that the municipal electors within the annexed area may immediately be municipal electors of the Town of Oshawa, the annexation of the said area shall take effect as of and from and after the 16th day of December, 1922, but, notwithstanding the foregoing, all adjustments and settlements of accounts between all persons or corporations affected by this order, as provided in the said agreement hereinbefore referred to or otherwise, shall be made up to and as of the 31st day of December, 1922.

4. The municipal electors within the annexed area shall from and after the date of this order cease to be municipal electors of the Township of East Whitby.

5. The names of all municipal electors entitled to vote at the municipal elections of the Township of East Whitby within the annexed area, as certified to the clerk of the municipal corporation of the Town of Oshawa by the clerk of the municipal corporation of the Township of East Whitby, shall be added

to the voters' list of the Town of Oshawa, and shall be entitled to vote at the annual municipal elections of the town, to be held on January 1st, 1923, for all offices and upon all questions and by-laws submitted thereat.

6. The returning officer for the municipal elections for the Town of Oshawa to be held on January 1st, 1923, shall be the returning officer for the municipal elections in the said district so annexed. The said returning officer shall receive nominations for the offices of councillors and school trustees in the said area as Ward No. 5 and Polling Subdivision No. 10 of the town, in the council chamber at the town hall,in the Town of Oshawa, between the hours of 7.30 and 8.30 p.m.on Friday, the 22nd day of December, 1922, and, if a poll becomes necessary, the same shall be held in the Temperance Hall in the said district on Monday, the 1st day of January, 1923, between the hours of 9.00 a.m. to 5.00 p.m. and Thomas Stapleton shall be deputy-returning officer; and Douglas J. Rutherford shall be poll clerk. In all other respects, the municipal elections for the said ward, to be held on January 1st, 1923, as aforesaid, shall conform to the by-law for that purpose passed by the council of the municipal corporation of the Town of Oshawa on the 4th day of December, 1922.

7. The corporation of the Town of Oshawa shall be entitled to place upon its collector's roll all arrears of taxes upon any property within the territory hereby annexed against such property, and shall pay to the corporation of the Township of East Whitby from time to time the portion of such arrears as may be due said township and collected by the Town of Oshawa.

(Sgd.) D. M. McIntyre,
(Seal.) *Chairman.*

Procedure File 8006. P. 425.

In the Matter of the Petition of the Board of Education of the City of Hamilton, under section 21 of "The Consolidated Municipal Act, 1922," for annexation to the City of Hamilton of part of the Township of Barton.

Dec. 8th. Petition, certified copy of resolution and map of portions of township to be annexed, filed.

Dec. 22nd. Hearing, pursuant to appointment, 11.30 a.m. to 12.30 p.m. Chairman will report to Board in favour of granting application.

Dec. 22nd. Report of chairman (under section 9, chapter 186, R.S.O.) filed and adopted.

Report.

In the Matter of the Application of the Board of Education for the City of Hamilton, under section 21 of "The Consolidated Municipal Act, 1922," for annexation to the City of Hamilton of those portions of the Township of Barton in the County of Wentworth, adjacent to the City of Hamilton, described as follows:

Parcel No. 1.

All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Barton in the County of Wentworth, in the Province of Ontario, being composed of part of Lot No. 3, in the 3rd Concession in the said Township of Barton, and which may be more particularly described as follows, that is to say:

Commencing at the intersection of the western limit of Tuxedo Gardens Survey with the southern limit of the City of Hamilton as established by Order No. P.F. 5615 of The Ontario Railway and Municipal Board, dated March

18th, 1920, said point being distant one hundred (100) feet measured southerly along the said western limit of Tuxedo Gardens Survey, from the southern limit of Main Street, being the road allowance between concessions 2 and 3.

Thence south eighteen degrees and four minutes west (S. 18° 04′ W.) four hundred and fifty feet and eleven inches (450′ 11″).

Thence north seventy-one degrees west (N. 71° W.) parallel with, and distant thirty-three feet northerly from the production westerly of the centre line of Maple Avenue, two hundred and ninety-six feet and ten and one-half inches (296′ 10½″).

Thence north eighteen degrees east (N. 18° E.) parallel with and distant sixty-six (66) feet easterly from the western limit of Graham Street, as shown on registered plan of Overdeen Survey, four hundred and thirty-eight feet and eleven inches (438′ 11″) to the said southern limit of the City of Hamilton.

Thence south seventy-three degrees and eighteen minutes east (S. 73° 18′ E.) along the said southern limit of the City of Hamilton, two hundred and ninety-seven feet and eleven inches (297′ 11″) to the place of beginning.

And containing by admeasurement, three and thirty-seven one-thousandths acres (3.037 ac.) be the same more or less.

PARCEL NO. 2.

All and singular that certain parcel or tract of land and premises situate, lying and being in the Township of Barton in the County of Wentworth, in the Province of Ontario, being composed of Parcel A, as shown on a plan intituled "Plan showing the resubdivision Muir's subdivision of parts of lots 1, 2, 3, 4, 5, 6, 7 and the reserve lot in John Hill's subdivision of part of lot 11, concession 4, Township of Barton," and registered in the registry office for the said County of Wentworth on the 10th day of May, 1920, as Plan No. 633, and which parcel may be more particularly described as follows, that is to say:

Commencing at the intersection of the southern limit of Concession Street, with the western limit of East Nineteenth Street.

Thence westerly along the said southern limit of Concession Street, two hundred and forty-three feet (243′) more or less to the eastern limit of East Eighteenth Street.

Thence southerly along the said eastern limit of East Eighteenth Street eight hundred and seventeen feet and eleven inches (817′ 11″).

Thence easterly along the said northern limit of Mountville Survey, two hundred and forty-three feet (243′) more or less to the said western limit of East Nineteenth Street.

Thence northerly along the said western limit of the East Nineteenth Street, eight hundred and fifteen feet and ten inches (815′ 10″) more or less to the place of beginning.

And containing by admeasurement four and five hundred and fifty-six one-thousandths acres (4.556 ac.).

Upon return of the appointment issued by the Board in this matter, at the request of the Board I sat and heard the evidence adduced and have reached the conclusion upon the evidence and argument that it is expedient and in the public interest that the annexation asked for in this case should be consummated, and that an order of the Board should issue for that purpose.

(Sgd.) D. M. McINTYRE,
Chairman.

I agree,
(Sgd.) A.B.I. J.A.E.
Toronto, December 22nd, 1922.

PROCEDURE FILE 8023.

In the Matter of the Application of J. K. Moffatt, and others, under section 21 of The Consolidated Municipal Act, 1922," for annexation to the Town of Weston of part of the Township of North York.

Dec. 14th. Petition, resolution, etc., filed.

Dec. 18th. Hearing, pursuant to appointment 11 a.m. to 12.15 p.m. Application granted. Applicant's solicitor to draft order and submit to Mr. Ross and Mr. Urquhart for approval. (See Reporter's notes as to terms of order.

Dec. 22nd. Approved draft order filed and issued.

December 18th, 1922.

ORDER.

Upon the application of the corporation of the Town of Weston for an order annexing to the said Town of Weston the land described in the petition of C. C. McIntosh and others to The Ontario Railway and Municipal Board, and the Board having appointed Monday, the 18th day of December, 1922, for the hearing of such application, and having directed that this appointment be published on the 13th day of December, 1922, in *The Times and Guide* newspaper, having a general circulation in the area affected, and that the appointment be served on the corporation of the Township of North York and the said application having come on this day for hearing in the presence of counsel for the corporation of the Town of Weston and for the Township of North York, Moffat's Limited, owners of the lands described in the said petition and The Canada Cycle and Motor Company, Limited, and Russell Motor Car Company, Limited, and Nicholas Newberry Mooney, owners of other lands proposed to be annexed, being represented, and the Board having considered the application and the plan showing the land to be annexed, having heard read the said petition and the resolution of the council of the Town of Weston in support of same and the notice of such petition, and resolution given by the said council to the council of the corporation of the Township of North York, and the affidavit of Ellerton Holley, proving the service of said notice, and the affidavit of George Howard Gray, proving the advertisement of the Board's appointment, and upon hearing what was alleged by counsel aforesaid; and the owners of the lands described in said petition and the said The Canada Cycle and Motor Company Limited, Russell Motor Car Company Limited and Nicholas Newberry Mooney consenting thereto,

The Board orders and proclaims that the lands and premises in the Township of North York, in the County of York, mentioned in the said petition and being described as:

All and singular those certain parcels or tracts of land and premises described as follows: Being composed of part of Lot No. 4, in the 5th Concession, west of Yonge Street, in the Township of North York, in the County of York, and part of the original concession road allowance in front of the said Lot No. 4, the said parcel being that portion of the lands in the said township lying to the east of the present limit of the corporation of the Town of Weston, and its production southerly to the centre line of said Lippincott Street and bounded on the south by the centre line of said Lippincott Street, and on the east by the centre line of said concession road allowance and on the north by the centre line of Denison Road; the said roads and street being shown on plan registered as No. 500 in the registry office for the registry division of the east and west riding of the County of York, and which is more particularly described as follows:

Commencing at the intersection of the centre line of said concession road allowance in front of said Lot No. 4, with the centre line of said Denison Road; thence south 74° west along the centre line of said Denison Road, 885 feet to the intersection with the easterly limit of the right-of-way of the Canadian Pacific Railway crossing the said Lot No. 4; thence south 54° 15 minutes east along the said easterly limit of right-of-way, and being also the easterly limit of the said Town of Weston, to the centre line of said Lippincott Street; thence north 74° east along the centre line of said Lippincott Street and its production easterly to the centre line of said concession road allowance; thence north 9° west along the centre line of said concession road allowance to the place of beginning, be, and the same are hereby annexed to the Town of Weston subject to the following terms and conditions, namely:

1. The said annexation shall take effect from and after the 1st day of January, A.D. 1923.

2. That the corporation of the Township of North York shall forthwith prepare and furnish the corporation of the Town of Weston with a special roll showing all arrears of taxes or special rates assessed against the lands above described up to the 31st day of December, 1922, and the persons assessed therefor.

3. That the corporation of the Town of Weston shall have the right to collect all said arrears of taxes according to said special roll including the right to distrain for non-payment of said arrears, or if necessary, the right to sell the said lands, if any, for non-payment of such arrears, as fully as if the said taxes had been assessed and levied by such corporation, but the proceeds of the collection of such arrears or any part of same, after deducting therefrom the proper costs and expenses in connection with the collection of same as provided in The Assessment Act, shall be repaid by the corporation of the Town of Weston to the said corporation of the Township of North York, within six months from the date of collection, provided that the said corporation of the Town of Weston shall proceed to collect the said arrears of taxes shown on the said special roll, in the same way as if it had assessed and levied the same, but shall not be responsible to the corporation of the Township of North York for any of such arrears of taxes which it may be unable to collect.

4. That the corporation of the Township of North York shall indemnify and save harmless the corporation of the Town of Weston from all loss, costs, charges and expenses arising from any act or omission of the Township of North York or their officials or servants in connection with the said special roll.

5. That from and after the 1st day of January, 1923, the said lands may be assessed in the usual way as part of the said Town of Weston.

6. That the said Town of Weston shall assume and pay to the said Township of North York the portion (based on assessed value of property annexed) of any liability or indebtedness which the said Township of North York is now liable to assume or pay the Township of York.

7. The said Town of Weston shall pay to the Township of North York on or before the 1st day of March, 1923, the sum of $300.00 in satisfaction of the claim of the township for moneys spent during the year 1922 on the road allowance between the 4th and 5th Concessions west of Yonge Street in the Township of North York.

8. The said Town of Weston shall be liable to maintain and keep in repair the westerly half of the road allowance between the 4th and 5th Concessions west of Yonge Street in the Township of North York from the northerly limit of Eagle Avenue running southerly to The Canadian Pacific Railway Com-

pany's right-of-way as though the said westerly half of said road allowance were wholly within the limits of the said Town of Weston.

9. The agreement between the Town of Weston and Moffat's Limited as set forth in By-law No. 181 of the Town of Weston, being Schedule "A" to this order, is hereby confirmed.

(Sgd.) D. M. McIntyre,
Chairman.

(Seal)

Schedule "A" to Order of The Ontario Railway and Municipal Board Dated December 18th, 1922.

"By-law No. 181, being a by-law to provide for fixed assessment of the lands and premises hereinafter described for a period of 15 years."

Whereas a petition is about to be presented to The Ontario Railway and Municipal Board asking that a portion of the Township of North York, adjacent to the Town of Weston being that portion of the lands in said township composed of parts of lots numbered 3 and 4 in the 5th Concession, west of Yonge Street in the Township of North York, in the County of York, and part of the original concession road allowance in front of said lots, the said parcel being that portion of the lands in said township lying to the east of the present limit of the corporation of the Town of Weston and its production southerly to the centre line of St. John's Road, and bounded on the south by the centre line of said St. John's Road, and on the east by the centre line of the said concession road allowance and on the north by the centre line of Denison Road; the said roads being shown on plan registered as number 500 in the County of York, be annexed to the Town of Weston.

And whereas the council of the Town of Weston has passed a resolution in support of the said petition declaring that it is expedient that the said part of the Township of North York should be annexed to the said Town of Weston.

And whereas Moffat's Limited is the owner of a parcel of land included in the said portion of the Township of North York proposed to be annexed to the Town of Weston.

And whereas the said petition for annexation is being supported by Moffat's Limited on the terms set forth in this by-law.

And whereas the council of the Town of Weston has agreed with Moffat's Limited for a fixed assessment of the land and premises hereinafter described for a period of 15 years.

Now, therefore, be it enacted, and it is hereby enacted by the municipal council of the corporation of the Town of Weston:

1. All and singular that certain parcel or tract of land and premises now situate lying and being in the Township of North York, in the County of York, and Province of Ontario, as set forth in Schedule "A" to this by-law.

Together with all buildings, stock-in-trade, plant, machinery, fixtures and materials now or hereafter thereon and all other personal and other assessable property of the said Moffat's Limited, thereon, for a period of 15 years to be computed from the 1st day of January, 1922, shall be annually assessed subject to the provisoes contained herein, for all purposes en bloc as follows:

For the first five-year period, commencing with the 1st January, 1922, at $36,000; for the second five-year period commencing with 1st January, 1927, at $45,000; for the remaining five years commencing with 1st January, 1932, at $55,000.

But in case any part or parts of the said lands shall hereafter be leased or sold or used for the purpose of dwelling houses other than a caretaker's dwelling house or for any purposes not connected with the business aforesaid, such part or parts of lands and the buildings thereon shall annually thereafter while used for the purpose of dwelling houses other than a caretaker's dwelling house, or for any other purpose not connected with the said business during the period of such fixed assessment be assessable as if this by-law had not been passed; provided, however, that the amount of the assessment fixed by this by-law for the lands used for the purposes of said business shall not on that account be reduced; and, in the event of the destruction of the said buildings or property, or any part thereof, so that the value of the same, with the said lands and other property shall not be equal to the said sum of Thirty-six Thousand Dollars ($36,000) during the first five years; Forty-five Thousand Dollars ($45,000) during the second five years or Fifty-five Thousand Dollars ($55,000) during the last five-year period, the assessment shall be made while such value is under the amount of the fixed assessment hereby provided for as if this by-law had not been passed.

2. Provided that the business assessment of the said company or any assessment in connection with the said lands and property which may be imposed by the legislature based on the value of the said lands and property shall be based upon the fixed assessment as above set out, for the term herein mentioned, subject to the provisions contained in paragraph five hereof.

3. The assessors and other officers making such assessments are hereby authorized and required so to make their assessment and returns as to conform with the provisions of this by-law.

4. Notwithstanding anything contained herein the above-mentioned lands and premises shall be liable to assessment and taxation for school purposes and local improvements and to the same extent as if this by-law were not passed.

5. If requested by Moffat's Limited an application shall be made by the said municipal corporation at the expense of Moffat's Limited to the legislature of the Province of Ontario to confirm this by-law and to carry the provisions thereof into effect.

This by-law shall come into effect as soon as said portion of the Township of North York has been annexed to the Town of Weston.

Passed by a three-fourths vote of all the members of council this 8th day of November, A.D. 1922.

(Sgd.) R. J. Flynn,
Mayor.

(Sgd.) J. H. Taylor,
Clerk.

Schedule "A" to By-law.

Description of Lands of Moffat's Limited.

All and singular those certain parcels or tracts of land and premises situate, lying and being in the Township of York, in the County of York, and Province of Ontario, being composed of lots lettered "H," "J" and "K," according to a plan filed in the registry office for the said county and known as plan No. 500.

LIST OF APPLICATIONS IN RESPECT OF PROVINCIAL RAILWAYS DURING 1922.

	Procedure File
Bridgeport, Police Village of—Crossing on and along Lancaster Street, by Waterloo-Wellington Railway Company	7389
Bridgeport, Police Village of—Operation of Waterloo-Wellington Railway on Lancaster Street	7790
Colbert, Jno., *et al*, vs. London Street Railway Company—Reduction in employees' wages	7316
Cornwall Street Railway, Light & Power Company—Mortgage, $200,000, to Henry Warren Kilburn Hale	7538
Cornwall Street Railway, Light & Power Company—Approval By-law 26, Issue of $200,000 First Mortgage Gold Bonds at 7%	7538
Fort William, City of—Approval proposed schedule of fares to and from Chippewa Park	7465
Fort William, City of, vs. Public Utilities Commission of Port Arthur—Car mileage	7632
Fort William, City of—Approval proposed relocation of City's Electric Street Railway, near G.T.P. bridge	7966
Fort William, City of—Approval plan reconstruction Cars 32, 206, 100, 24 and 44	8024
Guelph Radial Railway—Operation of One-Man Car by Hydro-Electric Power Commission of Ontario	7348
Hydro-Electric Power Commission of Ontario—Approval of One-Man Car for operation on the Guelph Radial Railway, The Sandwich, Windsor & Amherstburg Railway and The Windsor & Tecumseh Railway	7348
Hamilton, City of—Approval plan for construction of "Mountain Highway" under and across the "Incline Railway" (P. 361)	7379
Hamilton Mountain Park Company, Limited—Approval plan for construction of "Mountain Highway" under and across the "Incline Railway" (P 361).	7379
Hamilton, Grimsby & Beamsville Electric Railway Company; County of Lincoln vs.—Relocation of Company's tracks in Town of Grimsby and Village of Beamsville	7611
Hamilton, City of—Ottawa Street Incline Railway Company of—Approval plan, etc., of proposed Incline Railway up Mountain Street (P. 400)	7636
International Railway Company—Queen Victoria Niagara Falls Park Commissioners vs.—Operation of service	7654
Kitchener & Waterloo Railway—Approval plan of tracks entering car barns (P. 408)	7734
Kitchener & Waterloo Railway—Approval plan of "Peter Witt" cars	7947
Lake Huron & Northern Ontario Railway Company—Creation and issue of 60,000 preference shares (out of capital of $6,000,000.00)	7244
London Street Railway Company; Jno. Colbert *et al.* vs.—Reduction in wages of Company's employees	7316
Lincoln, County of, vs. Hamilton, Grimsby & Beamsville Electric Railway Company—Relocation of Company's tracks, etc., in Town of Grimsby and Village of Beamsville	7611
London Street Railway Company—Approval Operation of One-Man cars	7828
Merritton, Town of, vs. Niagara, St. Catharines & Toronto Railway—Relocation of tracks in Merritton	7656
North Toronto Ratepayers' Association—Investigation and report *re* crossings of Metropolitan Division of Toronto & York Radial Railway on west side of Yonge Street	7455
Niagara, St. Catharines & Toronto Railway Company; Town of Merritton vs.—Relocation of tracks in Merritton	7656
Ottawa Street Incline Railway Company of Hamilton—Approval plan, etc., of proposed Incline Railway up Mountain Street, City of Hamilton (P. 400)	7636
Port Arthur, Public Utilities Commission of—Approval Operation of One-Man Car	7508
Port Arthur, Public Utilities Commission of; City of Fort William vs.—Car mileage	7632
Queen Victoria Niagara Falls Park, Commissioners of, vs. International Railway Company—Operation of service	7654
Sarnia Street Railway Company—Approval operation of One-Man Car (P. 354)	7332
Sandwich, Windsor & Amherstburg Railway—Operation of One-Man Car by Hydro-Electric Power Commission of Ontario	7348
Sarnia Street Railway Company—Approval Life Guard	7751
Toronto, City of—	
Approval plan of proposed new highway bridge on Gerrard Street over the Don River (P. 351)	7269
Toronto & York Radial Railway Company—	
Approval plan for construction of unloading track for Ontario Provincial Highway Department	7334

		Procedure File
Investigation and report on crossing, Metropolitan Division, west side of Yonge Street		7455
Approval plan of siding to The Warren Bituminous Paving Company (about ½ mile south of Keswick on Morton's farm) Metropolitan Division		7564
Approval relocation of Finch's siding—Metropolitan Division	(P. 402)	7668
Protection of Mason Avenue Crossing, Yonge Street, Metropolitan Division		7682
Approval plan of change in location Bayles Switch and change of tracks south of where tracks cross Yonge Street, Metropolitan Division		7727
Approval construction and operation of a double track spur or switch across Yonge Street and Doncliffe Road, Municipality of North York, Metropolitan Division		7792
Toronto Transportation Commission—		
Approval proposed loop at Royce and Lansdowne Avenues	(P. 352)	7309
Approval proposed loop at Caledonia Road (end of St. Clair Avenue Line)	(P. 353)	7310
Approval proposed diversion of tracks at Bay, Terauley and Queen Streets	(P. 355)	7333
Approval plan of proposed extension of track on Pape Avenue (Gerrard Street and Pape Avenue)	(P. 356)	7364
Approval plan of proposed rehabilitation of tracks on Dovercourt Road, College Street to Van Horne Street	(P. 357)	7365
Approval plan of proposed rehabilitation of tracks on York Street, Front Street to Queen Street	(P. 358)	7366
Approval plan of proposed rehabilitation of tracks on Church Street, Queen Street to Bloor Street	(P. 359)	7367
Approval plan of proposed rehabilitation of tracks on Bloor Street, Avenue Road to Landsowne Avenue	(P. 360)	7370
Approval plan of proposed rehabilitation of tracks on Queen Street, Yonge Street to Ossington Avenue	(P. 362)	7381
Approval plan of proposed rehabilitation of tracks on King Street—Spadina Avenue to Sherbourne Street	(P. 363)	7392
Approval plan of proposed loop, Queen Street East at Kingston Road	(P. 364)	7394
Approval plan of proposed rehabilitation of tracks, Dufferin Street, Exhibition Grounds to Queen Street	(P. 366)	7412
Approval plan of proposed loop, Queen Street East at Neville Park Boulevard	(P. 367)	7413
Approval plan of entrances to Car House, Hillingdon Avenue, Danforth Avenue Car Barn	(P. 368)	7435
Approval plan of rehabilitation of tracks on Gerrard Street, from Pape Avenue to Greenwood Avenue	(P. 369)	7436
Approval plan of rehabilitation of tracks on Parliament Street, from Gerrard Street to Winchester Street	(P. 370)	7437
Approval plan of proposed Wychwood Avenue Entrance to St. Clair Avenue Car House	(P. 371)	7445
Approval plan proposed rehabilitation of tracks on Front Street, Yonge Street to George Street	(P. 372)	7449
Approval plan of proposed loop, Danforth Avenue Car House	(P. 373)	7450
Approval plan of rehabilitation of tracks on College Street, Spadina Avenue to McCaul Street	(P. 374)	7451
Approval plan of rehabilitation of tracks on Avenue Road, Davenport Road to Alcorn Avenue	(P. 375)	7452
Approval plan of rehabilitation of tracks on Dundas Street, Howard Park Avenue to Ritchie Avenue	(P. 376)	7453
Approval plan of temporary connection, King, Queen, Roncesvalles and Lake Shore Road	(P. 377)	7473
Approval plan of rehabilitation of tracks on Main Street from Gerrard Street to Danforth Avenue	(P. 378)	7487
Approval plan of rehabilitation of tracks on Spadina Avenue, Crescent to Bloor Street	(P. 379)	7488
Approval plan of rehabilitation of tracks on Dupont Street, Avenue Road and Kendall Avenue	(P. 380)	7489
Approval plan of rehabilitation tracks on Howard Park Avenue, from Dundas Street to Loop	(P. 381)	7490
Approval plan High Park Loop	(P. 384)	7524
Approval plan of rehabilitation Dundas Street tracks, Sorauren Ave. to Howard Park Ave	(P. 386)	7548
Approval plan of Carlaw, Riverdale and Pape Avenue extensions	(P. 387)	7549

		Procedure File
Approval plan of Lake Shore Road extension, Queen Street to Jane Street	(P. 388)	7557
Approval plan Jane Street Loop, Lake Shore Road	(P. 389)	7558
Approval plan rehabilitation of tracks on Queen Street, Kingston Road to Woodbine Avenue	(P. 390)	7563
Approval plan rehabilitation of tracks on Roncesvalles Avenue	(P. 391)	7565
Approval plan of rehabilitation of tracks on King Street East, St. Lawrence to Don Bridge	(P. 393)	7577
Approval plan of intersection of tracks at King Street East and St. Lawrence Street	(P. 394)	6578
Approval plan of rehabilitation of tracks on McCaul Street, Elm Street to College Street	(P. 395)	7583
Approval plan of rehabilitation of tracks on Carlton Street, Sherbourne Street to Parliament Street	(P. 396)	7584
Approval By-law respecting changing of moneys for payment of fares		7590
Approval plan of temporary "Y" on Gerrard Street at Sword Street	(P. 397)	7592
Approval plan of general track layout, Russell Car House	(P. 398)	7616
Approval plan of Dovercourt Road extension, Van Horne to Davenport Road	(P. 399)	7634
Approval plan of Terauley Street extension, Bloor Street to Davenport Road	(P. 403)	7669
Approval plan of rehabilitation tracks on Ossington Avenue, Dundas Street to College Street	(P. 404)	7703
Approval plan of Yonge Street extension, Woodlawn Avenue to Deloraine Avenue	(P. 405)	7708
Approval plan of track construction on Kingston Road, Queen Street to Victoria Park Avenue and loop	(P. 406)	7709
Approval plan of rehabilitation of tracks on Lansdowne Avenue, College Street to Bloor Street	(P. 407)	7733
Approval plan of proposed front entrance, centre exit, light weight motor	(P. 409)	7735
Approval plan of proposed loop and new tracks at or near new terminal of Toronto & York Radial Railway	(P. 411)	7796
Approval plan of proposed loop, Yonge Street and Lawton Avenue	(P. 412)	7797
Approval plan of additional tracks, Russell Car House	(P. 414)	7841
Approval plan of proposed tracks on McLean Avenue	(P. 415)	7872
Approval plan of proposed "Y", Kingston Road and Walter Street	(P. 416)	7873
Approval plan of proposed "Y", Yonge Street and Glencairn Avenue	(P. 417)	7874
Approval plan of proposed rehabilitation, Bloor Street, Yonge Street to Church Street	(P. 423)	7943
Approval general track plan of Eglinton Car House	(P. 424)	7978
Approval proposed rehabilitation of tracks, Avenue Road from 230 feet north to 790 feet north of Alcorn Avenue	(P. 426)	8044
Windsor & Tecumseh Railway—Operation of One-Man Car by Hydro-Electric Power Commission of Ontario		7348
Waterloo & Wellington Railway Company—Approval of crossing on and along Lancaster Street in Police Village of Bridgeport, Township of Waterloo		7389
Waterloo & Wellington Railway Company—Approval Operation of One-Man Car		7485
Waterloo & Wellington Railway Company—Approval of operation of railway upon, along and across Lancaster Street, in Police Village of Bridgeport, Township of Waterloo	(P. 410)	7790
Waterloo & Wellington Railway Company, Approval Schedule of Fares		8008

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured." Abbreviation "I," means Irregularities *not* Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.	Procedure File.
Amherstburg, Town of	B. 319	Local Improvement—Pavement	$13,015 00 (I.C.)	7245
" "	B. 326	Local Improvement—Pavements	43,413 14 (I.C.)	7246
Alliston, Town of	380	High School Purposes	25,000 00 (I.C.)	7608
Amherstburg, Town of	B. 359	Local Improvement—Sidewalk	17,252 00	7638
Alexandria, Town of	371	Bank Loan for Road Improvements	11,325 00 (I.C.)	7807
Athens, Village of	288	Fire Applicances, etc	1,000 00	7890
Belleville, City of	2345 (Con.)	Local Improvements	170,290 87 (I.C.)	7232
Bolton, Village of	564	Concrete Bridge	15,000 00 (I.C.)	7350
Belleville, City of	2346	Local Improvements—Pavement	22,521 34 (I.C.)	7469
Bridgeburg, Town of	420	Town Hall	30,000 00 (I.C.)	7520
Bracebridge, Town of	417	Local Improvements—Sidewalks	2,119 33 (I.C.)	7543
" "	412	Fire Hall	10,000 00 (I.C.)	7553
Beeton, Village of	419	Waterworks Purposes	6,000 00	7666
Brockville, Town of	B. 1326	Waterworks Purposes	5,807 64	7693
" "	B. 1330	Improvements to Collegiate Institute	5,500 00	7898
Brantford, City of	1757 (amended)	Public School Purposes	132,000 00 (I.C.)	8043
Carleton Place, Town of	850	Local Improvements	6,000 00	7288
Cookstown, Police Village of		*See* "Innisfil, Township of."		
" "		*See* "Essa, Township of."		
" "		*See* "West Gwillimbury, Township of."		
" "		*See* "Tecumseh, Township of."		
Cornwall, Town of	18 (1922)	Public School Purposes	75,000 00	7664
Carleton Place, Town of	867	Waterworks Extensions, etc	32,100 00	7690
" " "	869	High School Purposes	100,000 00	7691
" " "	870	Public School Purposes	10,000 00	7692
Chapple, Municipality of	319	Barwick Consolidated School	7,000 00 (I.C.)	7833
Collingwood, Town of	935	Guarantee of Bonds of The Gourlay Shoe Co. Ltd	10,000 00 (I.C.)	7867
Dysart, Municipality of	641	Electric Light Plant	10,000 00 (I.C.)	7317
" "	663	Electric Light Plant	15,000 00 (I.C.)	7318
Durham, Town of	736	Guarantee of Debentures of Rob Roy Mills, Ltd	25,000 00 (I.C.)	7321
Dunnville, Town of	25 (1922)	Local Improvements—Sewers, etc	34,051 57	7593
Deseronto, Town of	685	Public School Purposes	12,000 00	7799
Dundas, Town of	928	Local Improvements—Pavement	127,000 00 (I.C.)	7955
" "	912	Bonus Loan to F. P. Thornton, Woollen Manufacturer	15,000 00 (I.C.)	7977
" "	930	Local Improvements—Sewer	208,000 00 (I.C.)	7983
" "	933	Local Improvements—Private Drain Connections	50,000 00 (I.C.)	8036
Etobicoke, Township of	1334	Township's proportion of cost of Toronto and Hamilton Highway	35,000 00 (I.C.)	7263
Elmira, Village of	466	Local Improvements—Sewers	25,057 00 (I.C.)	7304
Emo, Municipality of	273	Public School Purposes	7,500 00	7331

Etobicoke, Township of	1356		Hydro-Electric System Extensions	30,000	00	(I.C.) 7537
Emo, Municipality of	276		Local Improvements	2,700	00	7492
" "	278		Public School Purposes in Township Lash	7,500	00	7571
Essa, Township of	432		Completion, etc., of Hydro-Electric Power Plant in Police Village of Cookstown	1,200	00	(I.C.) 7574
Etobicoke, Township of	1387		Public School Purposes, S.S. No. 5	45,000	00	7909
Fort Frances, Town of	660		Local Improvements—Sewers	8,959	34	7293
" "	661		Local Improvements—Waterworks Extension	1,623	60	7294
" "	662		Local Improvements—Sidewalks	4,042	70	7295
Fergus, Village of	650		Bonus Loan to Dye Intermediates, Ltd	15,000	00	(I.C.) 7388
Fort Frances, Town of	688		Public School Purposes	85,000	00	(I.C.) 7446
Ford City, Town of	308		Extension to Electric Power Distribution Plant	63,000	00	7667
" "	340		Fire Engine	15,000	00	(I.C.) 7811
" "	341		Installation of Fire and Police Signal System	16,500	00	(I.C.) 7812
Fort Frances, Town of	656		High School Purposes	83,750	00	(I.C.) 7819
Fort William, Town of	2180		Public School Purposes	109,500	00	7905
" "	2188		Park Purposes	40,000	00	7906
Georgetown, Town of	451		Pavements	33,000	00	(I.C.) 7262
Grimsby, Town of	516	(Con.)	Local Improvements	17,950	00	(I.C.) 7424
Grantham, Township of	384		Public School Purposes, S.S. No. 7	12,000	00	(I.C.) 7589
Glackmeyer, Township of	....		School Liability	6,000	00	(I.) 7804
Grantham, Township of	395		Consolidated School in S.S. 5 and 6	35,000	00	7869
Galt, City of	1895		Road Improvements	26,390	32	(I.C.) 7908
Georgetown, Town of	400		Waterworks Purposes	60,000	00	(I.C.) 7945
Hawkesbury, Town of	348		Local Improvements—Sidewalks	38,500	00	(I.C.) 7180
" "	349		Local Improvements—Sidewalks	46,500	00	(I.) 7181
" "	357		Local Improvements—Sidewalks	44,220	00	(I.C.) 7439
Haileybury, Town of	562		Public School Purposes	8,000	00	7624
Hawkesbury, Town of	362		Local Improvements—Sidewalks	38,500	00	7774
Haileybury, Town of	567		Public School Purposes	12,500	00	7840
Innisfil, Township of	537		Completion, etc., of Hydro-Electric Power Plant in Police Village of Cookstown	800	00	(I.C.) 7573
Kingsville, Town of	459	(amended)	Local Improvement—Sewer	49,155	00	(I.C.) 7456
Kingston, City of	24	(1922)	Local Improvements—Sewers, etc	35,095	21	(I.C.) 7550
Kenora, Town of	811		Consolidated Debt Debentures	11,217	94	7788
" "	812		Public School Purposes	30,000	00	7789
Listowel, Town of	803		Waterworks Extensions, etc	8,000	00	7186
Lennox and Addington, County of	411		County's share of cost of construction of Provincial Highway for 1920	35,000	00	(I.C.) 7199
Lancaster, Township of	8	(1919)	Road Improvements	25,000	00	(I.C.) 7299
Lincoln, County of	693		Road Construction	30,000	00	7305
" "	677		Road Construction	24,000	00	7421
Leamington, Town of	995	(Con.)	Local Improvements	22,502	09	(I.C.) 7615
Mimico, Town of	369		Local Improvements—Sewers	18,500	00	(I.C.) 7215
Massey, Town of	188		Waterworks Extensions	15,000	00	7281

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured. Abbreviation "I." means Iregularities *not* Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.	Procedure File.
Markham, Village of	487	High Pressure Pump for Fire Protection	$ 4,500 00 (I.C.)	7396
Middlesex, County of	968	Construction of Provincial Highway	80,000 00	7912
Mersea, Township of	174	Public School Purposes, S.S. South Western	7,500 00 (I.C.)	7989
North Plantagenet, Township of	624	Waterworks System in Police Village of Plantagenet	10,000 00	7566
New Toronto, Town of	445	Corporation's share of cost of removal of tracks of T. & Y. Radial Railway	21,000 00	7746
" "	454	Public School Purposes	67,500 00 (I.C.)	7920
Newmarket, Town of	504	Local Improvement—Sewer	44,000 00 (I.C.)	8041
Oakville, Town of	640	Public School Purposes	65,000 00	7250
Preston, Town of	811	Local Improvement—Sewers	25,342 41 (I.C.)	7289
Pembroke, Town of	967 (Con.)	Local Improvements	31,845 08	7539
" "	973	Garage and Stable for Fire Appliances	3,120 00	7561
Port Hope, Town of	1267	Local Improvements—Sewers	21,404 98 (I.C.)	7582
Paipoonge, Municipality of	190	Alterations, etc., to Municipal Telephone System	2,000 00	7665
Prescott & Russell, United Counties of	827	Highway Improvements	300,000 00 (I.C.)	7719
Parry Sound, Town of	554	Repairs to Electric Light and Power Plant	25,000 00	7754
Plummer Additional, Township of	180	Public School, S.S. No. 1	10,500 00	7798
Palmerston, Town of	539	Extensions, etc., to Electric Light System	5,000 00 (I.C.)	7889
Ridgetown, Town of	703	Local Improvements—Pavements	42,000 00 (I.C.)	7570
Riverside, Town of	60A	Town Hall, Police Station and Fire Hall	20,000 00 (I.C.)	7699
" "	38	Electric Light Plant	29,500 00 (I.C.)	7700
Richmond Hill, Village of	315A	Completion of Waterworks System	16,000 00 (I.C.)	7926
Roxborough, Township of	25 (1922)	Telephone System	24,000 00 (I.)	7929
Rockland, Town of	287	Highway Purposes	12,000 00	8029
" "	296	Road Improvements	10,000 00 (I.C.)	8030
St. Marys, Town of	446 (Con.)	Local Improvements	193,860 56	7177
Sandwich East, Township of	880	Local Improvements—Water Main	17,620 00 (I.C.)	7188
St. Catharines, City of	3375	Suburban Roads	49,000 00	7290
South Grimsby, Township of	361	Bonus Loan to Smithville Metal Industries	8,000 00 (I.C.)	7363
Smiths Falls, Town of	1512 (Con.)	Local Improvements	13,568 00	7374
Stratford, City of	2635	Addition to General Hospital	52,000 00	7387
Schreiber, Municipality of	120	Alterations, etc., to Mechanics Institute Building	22,000 00 (I.C.)	7476
Stamford, Township of	22 (1922)	Local Improvements—Waterworks Extensions	28,140 00 (I.C.)	7501
" "	31 (1922)	Local Improvements—Waterworks Extensions	98,500 00 (I.C.)	7502
Stratford, City of	2716 (Con.)	Local Improvements	13,513 00 (I.C.)	7581
" "	2704 (Con.)	Local Improvements	76,855 04 (I.C.)	7591
St. Catharines, City of	3408	Local Improvements—Sewers	36,568 14 (I.C.)	7599
" "	3412	Local Improvements—Pavements, etc.	28,329 99 (I.C.)	7600
" "	3413	Local Improvements—Pavements, etc.	103,812 49 (I.C.)	7601
St. Marys, Town of	459	Guarantee of Bonds to C. Hurlbut, Shoe Manufacturer	20,000 00 (I.)	7800

Shuniah, Municipality of	468		Local Improvements—Roads	2,300 00	7842
Sudbury, Town of	745		Completion of Technical High School	30,000 00	7868
Stratford, City of	2733		Waterworks Extensions	12,000 00	7884
" "	2738		Hydro-Electric Power Extensions	100,000 00	7885
Sandwich, Town of	1083	(Con.)	Local Improvements—Pavements	24,447 47	7982
" "	1106	(Con.)	Local Improvements—Street Extensions	25,934 50 (I.)	7999
" "	1102	(Con.)	Local Improvements—Pavements, Sewer, etc	56,717 75	8025
Toronto, City of	8949		General Consolidated Loan Debentures for Waterworks Extensions	226,000 00 (I.C.)	7216
" "	8950		General Consolidated Loan Debentures for Relief Sewers	198,000 00 (I.C.)	7313
Toronto, Township of	937		Hydro-Electric Power Distribution Plant	67,000 00 (I.C.)	7441
Tecumseh, Town of	24		Waterworks System	60,000 00 (I.C.)	7443
Tecumseth, Township of	537		Completion, etc., of Hydro-Electric Power Distribution Plant in Police Village of Cookstown	1,200 00 (I.C.)	7576
Thessalon, Town of	4	(1922)	Hydro-Electric Power System	50,000 00	7588
Tecumseh, Town of	21		Electric Power Distribution Plant	18,500 00 (I.C.)	7779
Teck, Township of	119		Waterworks System	60,000 00	7780
Timmins, Town of	211		Activated Sludge Disposal Plant	58,750 00	7785
Trenton, Town of	1337		Bonus to Dominion Combing Mills, Ltd	16,000 00	7858
" "	1356		Waterworks Extensions	60,000 00 (I.C.)	7946
Tillsonburg, Town of	825		High School Purposes	35,000 00 (I.C.)	7987
Tilbury, Town of	230	(Con.)	Local Improvements—Pavements	50,000 00 (I.C.)	8014
Teeswater, Village of	17	(1922)	Public School Purposes	10,000 00 (I.C.)	8018
Walkerville, Town of	884	(Con.)	Local Improvements—Pavements	23,618 52 (I.C.)	7178
" "	852	(Con.)	Sidewalks	75,000 00 (I.)	7203
" "	853		Extensions, etc., to Street Lighting System	60,000 00 (I.)	7208
Weston, Town of	146		Waterworks Extensions	2,200 00	7214
Wingham, Town of	827	(1920)	Bridge over Maitland River	35,000 00 (I.C.)	7270
Wellesley, Township of	813		Telephone Extensions	6,930 00 (I.C.)	7282
Wiarton, Town of	168		Local Improvements, —Pavements	15,638 66 (I.)	7336
Wingham, Town of	872	(1921)	Completion of Waterworks System	4,000 00 (I.C.)	7338
Wingham, Town of	832	(1920)	Extension, etc., of Waterworks System	12,000 00 (I.C.)	7347
Wiarton, Town of	176		Concrete Pavements	15,638 66 (I.C.)	7362
West Gwillimbury, Township of	572		Completion, etc., of Hydro-Electric Power Distribution Plant in Police Village of Cookstown	800 00 (I.C.)	7575
Welland, City of	290		Local Improvements—Sidewalks	45,972 21	7612
Whitby, Town of	1116	(Con.)	Local Improvements	99,404 00	7755
Weston, Town of	168		Extensions to Hydro-Electric Power Distribution Plant	25,000 00	7795
Wellington, Village of	356		Consolidated School	120,000 00	7817
Wheatley, Village of	123		Public School Purposes	5,000 00 (I.C.)	7860
Weston, Town of	171		High School Purposes	115,000 00 (I.C.)	7893
Wingham, Town of	893	(1922)	Local Improvements—Pavements	22,500 00 (I.C.)	7959
Windsor, City of	2986		Fire Alarm, etc	33,500 00 (I.C.)	8010
York, Township of	6332		Local Improvements—Sidewalks	1,561 30 (I.)	7527
" "	6336		Local Improvements—Sidewalks	1,071 25 (I.)	7528
				$6,046,223 10	

LIST OF BY-LAWS APPROVED BY THE BOARD UNDER SUBSECTION (3) OF SECTION 400 OF "THE MUNICIPAL ACT."

Municipality.	No. of By-law.	Purpose.	Amount.	Procedure File.
Alexandria, Town of	377	Waterworks Purposes	$4,832 72	7856
Beeton, Village of	419	Waterworks Improvements, etc	6,000 00	7231
Burlington Beach Commission	59	Waterworks Extensions	30,000 00	7297
Brantford, City of	1737	Extensions to Hydro-Electric System	65,000 00	7529
Bracebridge, Town of	428	Extensions to Electric Power System	6,000 00	7808
Burford, Township of	973	Hydro-Electric Purposes	4,000 00	8045
Cochrane, Town of	268	Extensions to Electric Light and Power Plant	19,500 00	7360
Carleton Place, Town of	858	Extensions, etc., to Hydro-Electric Power System	26,000 00	7373
Clinton, Town of	19 (1922)	Waterworks Extensions	2,000 00	7864
Dunnville, Town of	17 (1922)	Waterworks Purposes	4,000 00	7458
Etobicoke, Township of	1356	Hydro-Electric System Extensions	30,000 00	7475
Fergus, Village of	658	Extensions, etc., to Hydro-Electric Power Distribution Plant	14,000 00	8019
Grimsby, Town of	508	Waterworks Extensions	8,000 00	7352
Galt, City of	1751	Waterworks Extensions	37,000 00	8037
Hespeler, Town of	444	Electric Light Extensions	15,000 00	7240
Hamilton, City of	2671	Waterworks Extensions, etc	104,786 00	7507
" "	2700	Hydro-Electric Extensions	750,000 00	7685
Ingersoll, Town of	907	Waterworks Extensions	20,000 00	8021
Listowel, Town of	803	Waterworks Extensions, etc	8,000 00	7185
London, City of	6566	Electric Light Extensions	125,000 00	7271
" "	6567	Waterworks Extensions	125,000 00	7272
Lucknow, Village of	3 (1922)	Completion, etc., of Hydro-Electric System	9,000 00	7621
Mimico, Town of	381	Extension to Sewerage Works	16,000 00	7323
" "	392	Extension to Hydro-Electric System	20,000 00	7430
Midland, Town of	1087	Extensions to Electric Light System	30,000 00	7552
Napanee, Town of	1183	Waterworks Extensions	47,000 00	7606
Newmarket, Town of	505	Waterworks Extensions	16,000 00	7706
Niagara Falls, City of	1103	Extension to Electric Light System	100,000 00	7902
Norwood, Village of	481	Extensions to Hydro-Electric System	4,000 00	8049
Ottawa, City of	5192	Extensions to Hydro-Electric Power Plant	280,000 00	7472
Parry Sound, Town of	554	Repairs to Municipal Electric Light and Power Plant	25,000 00	7429
Parkhill, Town of	647	Additional cost of Electric Power Distribution System	5,000 00	7438
Peterborough, City of	2410	Waterworks Extensions	17,000 00	7670
Port Dalhousie, Village of	462	Extensions to Hydro-Electric System	5,000 00	7988
Rainy River, Town of	253	Completion of Waterworks System	4,500 00	7428
Richmond Hill, Village of	315A	Completion of Waterworks System	16,000 00	7672
Renfrew, Town of	1058	Waterworks Extensions	5,500 00	7737
Stratford, City of	2640	Extensions, etc., to Electric Power Distribution System	40,000 00	7255
" "	2641	Extensions, etc., to Waterworks System	35,000 00	7256
St. Thomas, City of	2478	Extensions to Hydro-Electric Plant	15,000 00	7306

Smiths Falls, Town of	1514		Certain Capital Expenditure to Hydro-Electric System	12,900 00	7354
Sudbury, Town of	729		Extensions to Electric Light System	42,000 00	7515
Stamford, Township of	25	(1922)	Extensions to Hydro-Electric System	30,000 00	7679
Stratford, City of	2733		Waterworks Extensions	12,000 00	7865
" "	2738		Extensions to Hydro-Electric Power Distribution System	100,000 00	7866
Shelburne, Village of	410		Waterworks Extensions	3,000 00	8022
Toronto, City of	9006		Waterworks Extensions, etc	315,000 00	7415
" "	9091		Waterworks Extensions, etc	138,000 00	7609
" "	9191		Extensions, etc., to Electric Power Distribution Plant	2,617,000 00	7614
Thorold, Town of	766		Waterworks Extensions	15,500 00	7919
Windsor, City of	2915		Extensions to Hydro-Electric System	300,000 00	7390
Walkerville, Town of	918		Extensions to Hydro-Electric System	55,000 00	7493
Wiarton, Town of	179		Waterworks Extensions	10,000 00	7729
Weston, Town of	168		Extensions to Electric Distribution Plant	25,000 00	7794
Wingham, Town of	901	(1922)	Waterworks Extensions, etc	13,000 00	8034
				$5,782,518 72	

LIST OF APPLICATIONS FILED WITH THE BOARD FOR APPROVAL OF PLANS UNDER "THE LAND TITLES ACT," AS AMENDED.

Owner	Description of Property	Procedure File
Clark, Frederick E.	Part east part of Sandy Island in Lake Nipissing, in front of Township Bertram, District of Nipissing	7202
Groombridge, Ernest	Lot 62, Registered plan M. 3, Temiskaming, Township Calvert	7192
Locking, J. L.	Part Lot 44, Township Lash, District Rainy River	7965
Nickerson, Capt. C. T.	Part Lot 36, Con. XI, Township Baxter, District Muskoka	7895
Nickerson, Capt. C. T.	Part Lot 38, Con. XI, Township Baxter, District Muskoka	7896
Smith, Frank F. and Chas. J.	Part Lots 32 and 33, Con. XIII, Township Baxter, District Muskoka	7503
Tessier, Wm.	Lot 61, Reg. plan M. 3, Temiskaming, Township Calvert	7193
Wilson, Walter P.	Part south-west part of north part Lot 2, Con. II, Township Mountjoy, District Temiskaming	7810
Young, G. A.	North-east quarter of south half of Lot 1, Con. II, Township Mountjoy, District Temiskaming	8028

LIST OF APPLICATIONS FILED WITH THE BOARD FOR APPROVAL OF PLANS UNDER "THE PLANNING AND DEVELOPMENT ACT."

Angus, Chas. G., *et al*	Part Lot 11, Con. III, Township Barton (now in City of Hamilton)	7189
Aaron, Chas. D.	Part Farm Lot 71, Cons. II and III, Township Sandwich West, Co. Essex, "Lappin Manor"	7368
Anderson, Adam	Block "A," Plan 2128, Co. York	7805
Anderson, Samuel	Part Broken Lot 26, Con. II, Township Torbolton, Co. Carleton	7913
Arnold, Wm.	East half of Lot 9, Con. II, Township Verulam, Co. Victoria	8038
Bowman, Elizabeth Urania, Estate of	Part Lot 56, Con. I, Gore of Ancaster (Glenmount Park")	7324
Betzner, Jno. A.	Part Lot 66, Brant's Block, Town of Burlington, Co. Halton	7355
Baum, S. K., & B. Brody	Lots 24, 25 and part Lot 23, Reg. Plan 582, City of Windsor	7397
Bower, M. Eleanor, *et al*	Lots 3, 4, 5 and part Lot 6, Reg. Plan 24, Ottawa	7522
Beecroft, Oliver	Part Lot 4, John Dynes Survey, Burlington Beach, Tp. Saltfleet	7730
Banghart, Lorenzo	Part south part Lot 3, Con. I, Tp. Malahide, ("Davenport Heights")	7832
Bar Point Land Co., Ltd.	Part "McBride Farm," Tp. Malden, Co. Essex.	7897
Cook, Harriet Terry	Part Park Lot 6, Town of Sandwich	7264
Clay, J. W.	Southerly half Lot 26, Plan 423, Township and County York	7440
Crystal Park Co., Ltd.	Parts Lots 26 and 27, B.F. Con. on Lake Erie, etc., Tp Bertie	7663
Cooper & Co.	Lot 5, Con. II, Neebing, now in City of Fort William	7717
Clipsham, Geo. E.	Part Lot 18, Con. VII, Tp. Muskoka	7743
Cowley, D. K., Estate of	Part Lots 32 and 33, Con. 1, Ottawa Front, Tp. Nepean, Co. Carleton	7787
College Heights Estate, Ltd.	Part Lot 4, Reg. Plan 288, York, (P. 418)	7793
Conklin & Swallow	*See* "Wigle, Darius."	
Copp, Wm., *et al*	Lots 18, 19, 20 and part 34, Reg. Plan 288, City of London	7941
Cowley, Robt. Henry	Part Lot 32, Con. "A," Ottawa Front, Tp. Nepean, and resubdivision of Lots 119 to 129 (incl.), Reg. Plan 388, etc.	8035
Dure, Wilmot	Part North half of Lot 5, Con. XV, Tp. Mariposa, Village of Woodville	7341

Owner	Description of Property	Procedure File
Downes, Bowers	Part Lot 13, Con. II from the Bay, Tp. York	7345
Day, Nathan	Part Lots 13 and 14, Con. IX, Tp. Fenelon, Co. Victoria	7972
Ellis, Norman, *et al*	Resubdivision of Lot 1, and part Lot 2, Linden Place, City of Hamilton, "Ashford Place"	7385
Easterbrook, F. W.	Part Lot 10, B.F. Con., Tp. East Flamboro	7422
Egan, Michael	Part Park Lot "G", (Reg. Plan 40), Town of Sandwich	7432
Fort William, City of	*See* "Cooper & Co."	
Graham, Herbert, *et al*	"Long Beach," being layout of road and subdivision of part Lot 9, Con. VIII, Tp. Fenelon, Co. Victoria	7630
Gladman, Melissa	East half Lot 12, Con. I, Tp. Verulam, Co. Victoria	7791
Golden, Wm.	Part Broken Lot 13, Con. II, Tp Verulam, Co. Victoria, "Hickory Beach."	7802
Graves, Geo. C.	Sub-Lot 23 and part Lots 22, 24 and 25, Andrew Russell's Plan of Jan. 16th, 1862, City of Ottawa	7886
Gibbs, Chas. A.	Part Lot No. 1, Lake Road West Concession; also Lots 16, 17, 18, 19 and Block "A," Reg. Plan No. 8, Tp. Bosanquet, Co. Lambton	7967
Goderich Development Co., Ltd.	Part Lots 5 and 6, Con. I, Tp. Goderich, Co. Huron	8040
Hubbs & Hubbs	Part Lot 48, Con. I, East of Yonge St., Tp. Markham, Co. York	7265
Harris, Michael M.,	Part Township Lot No. 2, Con. I, Lake Erie, Tp. Bertie	7359
Hart, Evanston Ives	Lot "C," "B" and part Lot "A" lying north of Caroline St. in the Town of Burlington	7380
Harris, R. C., *et al*	Part Lots 67 to 72 (incl.), east side of Bailey St., Village of Port Carling, District Muskoka	7547
Home Cities Estates, Ltd.	Part Reg. Plan 1871 York, and part Reg. Plan 1103 York, Township York, "Wilcox Heights"	7711
Will, Wm. Henry	Part Lots 10 and 11, Plan 1635, Tp. Etobicoke, Co. York	7783
Hall, Wm.	Lots "I" and "J"; also 1 and parts 2 and 3 West of Highbury Ave., Reg. Plan 266, Township London, now in City of London	7883
Irwin, Eli F.	Part Lot 29, Con. "B" (fronting towards Humber River), Tp. Etobicoke, Co. York	7605
Irwin, Eli F.	Part Lot 29, Con. "B" (fronting towards Humber River), Tp. Etobicoke, Co. York	7887
Jowett, W. R.	Part Village of Bayfield, Tp. Stanley, Co. Huron	7423
Jepson, W. C.	Lot 203, Reg. Plan No. 9; Lot No. 89 and part Block "A", Reg. Plan No. 12; and part Block 2, Reg. Plan No. 35, City of Niagara Falls	7603
Kapuskasing, Town of	General Plan (No. 6), (P. 413)	7710
Kempenfeldt Land Co., Ltd.	Broken Lot No. 26, Con. VII, Tp. Innisfil, Co. Simcoe	7823
Lightbourn, Edmund T.	Lots 1 and 2, Reg. Plan 867, Co. York	7542
La Fontaine, Leopold J.	Lots 1, 2, 3, 4, 5 and 6, east side Howard Ave., City of Windsor, Co. Essex	7687
Levergood, Orrie R.	Front part Lot 96, Con. I, Tp. Colchester South, Co. Essex	7752
Ladd, Ellen May	Part Farm Lot 110 and 111, Con. III, Tp. Sandwich East	7923
Lady Grey Hospital Plan	*See* "Ottawa Land Association Ltd."	
Morden, A. A.	Part Lots 120 and 121, and Lots 124 and 125, Hermon's Plan of Village of Wellington, Co. Prince Edward	7427
Mississauga Beach Land Co., Ltd.	Part Town of Niagara and Tp. Niagara, and redivision of Lots 125, 126, 127 and 128, 169, 170, 171 and 172, Town of Niagara, Tp. Niagara	7586
Mississauga Beach Land Co., Ltd.	Part Reg. Plan 73A and other lands in Tp. Niagara	7585
Mahaffy Bros.	Part Lots 2 and 3, west of Highbury Ave., north of Hamilton Road, City of London	7749

Owner	Description of Property	Procedure File
Marshall, R.	Part Lots 7 and 8, Con. "A" fronting towards Humber River, Tp. Etobicoke	7814
Madill, Benjamin, Estate of	Part Lots 13 and 14, Con. V, Tp. Thorah, Village of Beaverton	7900
Mallorytown, Village of	General Plan, (P. 419)	7904
Morris, Alfred, *et al*	Resubdivision Lot 16, Reg. Plan 364, Burlington Beach, Co. Wentworth	7976
McTaggart, Robt. Wm.	Part Lots 21, 22 and 23, Con. I, Tp. Thorah, Co. Ontario	7200
McKittrick Properties, Ltd.	"Crescentwood," part of Gore of Ancaster, now in City of Hamilton	7237
McLeister, Wm. J., *et al*	Part Block 9, Reg. Plan 58, City of Windsor	7342
McLaughlin, J. P., *et al*	Part south-east quarter of south half of Lot 12, Con. III, Tp. Tisdale, District Timiskaming	7587
Nordheimer, S. G. R. B. Estate of	"Glen Edyth," Nordheimer Estate, Toronto, (P. 383)	7510
Nash, Canadian Syndicate, Ltd.	"Kensington Park Gardens," part Lots 20 and 21, etc., Con. V, Tp. Grantham, now in City of St. Catharines	7702
Ottawa South Property Co., Ltd.	Part Lots "N" and "M," Con. "B," Rideau Front, Tp. Nepean, Co. Carleton	7747
Ottawa South Property Co., Ltd.	Part Lots "L" and "M," Con. "C," Rideau Front, Tp. Nepean, Co. Carleton, City of Ottawa	7748
Ottawa Land Association, Ltd.	Lots 34 and 35, Con. I, Ottawa Front, Tp. Nepean, now in City of Ottawa. (P. 429)	8046
Pulley, Wm.	Part Lot 24, Con. III, Tp. Mersea	7314
Palmer, Geo. Douglas	Part Lots 125 and 131, Tp. Stamford, Co. Welland.	7551
Ruttan Estates, Ltd.	Part Mining Locations D and E, lying north of Canadian Government Railways, Tp. McIntyre	7567
Reaume, Ulysses G.	Part Farm Lot 110, Con. I, Tp. Sandwich East, now in Ford City, Co. Essex	7744
Russell Hill Land Co., Ltd.	Part Lot 23, Con. III, from the Bay, Township and County York	7824
Regan, Anna, *et al*	Part Lots 22 and 23, Con. II, Tp. Kingston, Co. Frontenac	7853
Sedore, Jones	Part Lots 10 and 11, Con. IX, Tp. North Gwillimbury, Co. York	7183
St. Louis, A. P. and A. J.	Part Farm Lot 123, Con. I, Tp. Sandwich East, now in Town of Riverside, Co. Essex	7298
Suydam Realty Co.	Part Lot 15, Con. II from the Bay, etc., Tp York.	7353
Smith, A. Adair	Part Lot 95, Con. III, Tp. Sandwich East	7393
Swallow & Conklin	*See* "Wigle, Darius, *et al*."	
Smith, Harry A. W., *et al*	Part Lot 9 in John Hill's subdivision, and Parcels A and B, Reg. Plan 637, Lot 11, Con. IV, Tp. Barton	7623
Stark, Wm. A.	*See* "Regan, Anna, *et al*."	
Stephens, E. T., Ltd.	Part Lot 11, Con. II, Township Etobicoke, Co. York	7914
Turner, Wm. John	"Mount Royal Annex," part Lot 12, Con. IV, Tp. Barton	7361
Toronto General Trusts Corporation	"Glen Edyth," Nordheimer Estate. (P. 383)	7510
Toronto, City of	Amendment to urban zones. (P. 392)	7568
Thurston, Henry Hazle, *et al*	East and west half Lot 9, Con. II, etc., (Instruments 7408 and 7769), Tp. Verulam, Co. Victoria	7876
Walker, Clayton McPherson	Part Lots 2 and south half 3, Lake Road West Concession, Tp. Stephen, Co. Huron	7248
Warner, Manson	Part Lot 27, Con. II, Tp. Cornwall	7523
Wigle, Darius, *et al*	Lot 1, Con. I, Eastern Division, Tp. Gosfield South, Town of Kingsville	7579
Wigle, Nelson	Part farm Lots 10, 11 and 12, B. F. Con. Western Division, Tp. Gosfield South, Co. Essex	7637
Walkerville Land & Building Co., Ltd.	Block "A," Reg. Plan 684, Town of Walkerville	7640
Winnett, J. W. G.	Lot "A" south of Hamilton Road, and part Lot 1, west of West Street; part Lots 67 and 68, and Lots 111 and 112, City of London	7739
Webster, Jesse	Part Broken Lot 27, Con. II, Tp. Tiny, Co. Simcoe.	7984

MISCELLANEOUS MATTER.

ANNEXATIONS.

	Procedure File.
Brockville, Town of—Annexation to of part Township Elizabethtown. Petition R. J. Higgins, *et al*	7184
Atwood, Municipality of—Annexation to of Township Spohn and other lands, (Part Wild Land and Indian Reserves). Petition Gust. Beerwert, *et al*	7217
St. Joseph, Township of—Annexation to of Campement D'Ours Island	7261
Riverside, Town of—Annexation to of part Township Sandwich East, (Part of East Marsh Drain)	7268
Toronto, City of—Annexation to of part Township York. Petition Robert K. Donaldson, *et al* (Rowntree Ave. District)	7386
Lavallee, Municipality of—Annexation to of "Little Forks Indian Reserve"	7448
Weston, Town of—Annexation to of part Township North York. Petition W. G. Trethewey	7750
Timmins, Town of—Annexation to of part Township Mountjoy (unorganized). (P. 422)	7826
Weston, Town of—Annexation to of part Township North York. Petition R. L. Moffatt, *et al*	7963
Oshawa, Town of—Annexation to of part Township East Whitby. Petition Wm. Singer, *et al*	8004
Hamilton, City of—Annexation to of part Township Barton. Petition of Board of Education. (P. 425)	8006
Weston, Town of—Annexation to of part Township North York. Petition C. C. McIntosh, *et al*	8009
Weston, Town of—Annexation to of part Township North York. Petition J. K. Moffatt, *et al*	8023
Hamilton, City of—Annexation to of part Township Barton. Petition Walter Hopkins, *et al*	8052

ARBITRATIONS.

Brantford, City of *vs.* Mohawk Land Co. Ltd.—Expropriation of three Lots for site for sewage pumping station	7534
Department of Public Highways of Ontario—Expropriation of lands, Part Gore of Ancaster, owned by Edward New	7992

ASSESSMENT APPEALS.

Canadian Cottons, Ltd. *vs.* Township of Cornwall	$108,250	7179
Ottawa, City of *vs.* Estate of Mrs. Jennie G. H. Eddy	1,191,075	7213
Toronto, City of, *vs.* G. T. Fulford Co. Ltd.	76,018	7234
Canadian National Railways *vs.* Toronto (*re* Toronto Suburban Railway)	56,443	7235
Grand Trunk Railway Co. of Canada *vs.* Toronto	63,945	7236
Ottawa, City of, *vs.* Estate of Hiram Robinson	574,875	7273
Ottawa, City of, *vs.* Sir H. K. Egan	574,000	7274
Ottawa, City of, *vs.* Arthur Blackburn	262,500	7275
Ottawa, City of, *vs.* R. L. Blackburn	160,125	7276
Ottawa, City of, *vs.* Russell Blackburn	161,000	7277
Cockshutt, Henry, *vs.* City of Brantford	60,500	7315
Rankin Realty Co. Ltd., *vs.* Municipality of Tarentorus	75,000	7622
Canadian National Railways (Canadian Northern Realties, Ltd.), *vs.* Town of Capreol	53,550	7686
Page Hersey Tubes, Ltd., *vs.* Township Crowland	300,000	7712
Ottawa, City of, *vs.* Ottawa Electric Railway Co	141,188	7940
Scarborough, Township of, *vs.* Jas. D. Trees, *et al*	140,000	7961

BILLS FINANCIAL.

(Referred to the Board under Rule 61*a* of the House.)

Tecumseh, Town of	Bill No. 19—An Act respecting	7302
St. Thomas, City of	Bill No. 33— " " "	7308
Preston, Town of	Bill No. 13— " " "	7325
Collingwood, Town of	Bill No. 24— " " "	7326
Oakville, Town of	Bill No. 29— " " "	7327
Wallaceburg, Town of	Bill No. 72— " " "	7335
Iroquois, Village of	Bill No. 42— " " "	7358
Wiarton, Town of	Bill No. 122 " " "	7371

BRIDGES, RELIEF FROM REBUILDING OF.

(Section 460 (9) of "The Municipal Act").

	Procedure File.
Hastings, County of, *vs.* Township Marmora, *et al.*—"Lilly Creek" Bridge	7878
Hastings, County of, *vs.* Township Elzevir, *et al.*—"Forks" Bridge and "Black Creek" Bridges	7879
Hastings, County of, *vs.* Townships Tudor and Cashel—"Thwaites" Bridge	7880

DETACHMENT OF FARM LANDS FROM TOWN OR VILLAGE.

(Section 21*a* of "The Municipal Act" as enacted by Chapter 63, Ontario Statutes, 1921).

Southampton, Town of—Petition John Kellie, *et al.* (P. 365)	7351
Barrie, Town of—Petition Mary F. Atherton, *et al.*	7486
Mount Forest, Town of—Petition Robt. M. Sitzer, *et al*	8013

EXTENSION DEBENTURE ISSUE PERIOD (MUNICIPAL BY-LAWS).

(Section 288 (9) (10) of "The Municipal Act".)

Caledonia, Township of—By-law 17 (1920) amended, Drains, etc.	$22,682.48	7447
Port Perry, Village of, By-law 769—Hydro-Electric Power Distribution Plant	33,000.00	7496
Uxbridge, Town of—By-law 724—Rebuilding of Electrical Distribution System	20,000.00	7598

EXTENSION OF TIME TO PASS MUNICIPAL BY-LAWS.

(Section 280 (5) of "The Municipal Act" as enacted by sec. 7, Chap. 33, Ontario Statutes, 1914.)

Wingham, Town of, By-law 827 (1920)—Bridge over Maitland River	$18,500	7212
Georgetown, Town of, By-law 400—Waterworks System	60,000	7292
South Grimsby, Township of, By-law 361—Bonus Loan to The Smithville Metal Industries, Ltd.	8,000	7258
Stratford, City of, By-law 2627—Bridge over Avon River on John St.	7,000	7375
Stratford, City of, By-law 2632—Isolation Hospital	42,000	7376
Stratford, City of, By-law 2635—Addition to General Hospital	52,000	7377
Sturgeon Falls, Town of, By-law 470—Lighting Plant	20,000	7378
Schreiber, Municipality of, By-law 120—Repairs, etc., to Mechanics' Institute Building	22,000	7395
Toronto, Township of, By-law 937—Electric Power Plant—Area No. 1	67,000	7407
Uxbridge, Town of, By-law 724—Rebuilding Electric Power Distribution System	20,000	7457
North Plantagenet, Township of, By-law 624—Waterworks System	10,000	7509
Port Perry, Town of, By-law 769—Hydro-Electric Power Plant	33,000	7521
Ford City, Town of, By-law 308—Electric Power Distribution Plant, etc.	63,000	7626
Palmerston, Town of, By-law 539—Electric Light Extensions	5,000	7657
Sioux Lookout, Town of, By-law 78—Bridge, etc.	10,000	7770
Oshawa, Town of, By-law 1584—Trunk Sewer	70,000	7933
Weston, Town of, By-law 171—High School purposes	115,000	7944
Kingsville, Town of, By-law 417—Waterworks	15,000	7994
Port Perry, Town of, By-law 769—Hydro-Electric Power Distribution Plant	33,000	7521A

FUEL—BY-LAWS PROVIDING FOR BUYING, ETC.

(Section 12 (2) of "The Municipal Amendment Act, 1917".)

	Liability not to Exceed.	Procedure File.
Weston, Town of	$80,000	7713
Toronto, City of	600,000	7716
Napanee, Town of—By-law 1144	12,000	7718
Brantford, City of—By-law 1745	110,000	7763
Riverside, Town of	10,000	7801
Peterborough, City of	20,000	7806
Brockville, Town of—By-law B. 1329	17,000	7818
Renfrew, Town of	20,000	7859
Barrie, Town of	5,000	7861
Oshawa, Town of, By-law 1610	10,000	7975

HIGHWAYS.

	Procedure File.
Lincoln, County of—Approval By-law 713—Abandoning portion of the Queenston and Grimsby macadamized highway in the Town of Grimsby	7863

HIGHWAYS—NARROW.

(Section 20 of "The Municipal Amendment Act, 1914".)

Toronto, City of—Approval By-law 8988—Extension of Simpson Ave	7337
Kitchener, City of—Opening of a street to divert Strange St	7845
Kitchener, City of—Extension of Homewood Ave	7846
Kitchener, City of—Widening of Petersburg Road	7847
Kitchener, City of—Opening of a street and driveway in Victoria Park	7848
Kitchener, City of—Opening of a 20-foot lane from Benton Street to Eby Street	7849
Kitchener, City of—Opening of a 17-foot lane from Queen to Benton St	7850
Kitchener, City of—Opening of 15-foot lane from Foundry to Queen St	7851
Toronto, City of—Extension of Seymour Ave. at a width of 50 feet—By-law 8938	7871
Otonabee, Township of—Establishment of highway at Lot 24, Con. XIV	7968

INCORPORATIONS.

(Section 19 of "The Municipal Act".)

Hearst, Town of—(P. 385)	7546

INTEREST DECREASE BY-LAWS.

(Section 291 of "The Consolidated Municipal Act, 1922" as amended by 12 Geo. V, Chap. 71, Ontario Statutes, 1922.)

Municipality.	Debenture By-law.	Interest Decrease By-law	Purpose.	Rate.	Amount.	Procedure File.
Kingsville, Town of,	417	475	Waterworks Extensions	6½% to 6%	$15,000	7777
Chatham, City of	1725	1825	Incinerator Plant	6% to 5½%	33,000	8026
Kingsville, Town of	417	491	Waterworks Extensions	6½% to 6%	15,000	7777A

LEGISLATION (SPECIAL)—APPROVAL OF BY-LAWS UNDER.

Hamilton, City of—Approval By-law 2175—$230,000 for relief work due to unemployment	7837

LOCAL IMPROVEMENTS, OBJECTIONS AGAINST.

(Section 7 of "The Local Improvement Act".)

	Procedure File.
Toronto, City of—Approval of proposed extension of Dundas St. West, easterly and southeasterly to connect with Dundas St. East, at a point a short deviation east of Victoria St.—at a width of 66 feet—Objection filed with City by Frank Proctor and others	7254

LOCAL IMPROVEMENTS, PETITIONS AGAINST.

(Section 9 of "The Local Improvement Act".)

Guelph, City of—Petition P. W. Poole, *et al.*, against concrete pavement, Metcalfe Street	7278
Midland, Town of—Petition Wm. Chew, *et al.*, against proposed sewer	7280
Ottawa, City of—Petition W. H. Graham, *et al.*, against Waverley Street Local Improvement, Robert Street to Elgin Street	7466
Ottawa, City of—Petition John Sutherland, *et al.*, against Waverley Street Local Improvement, Bank Street to Metcalfe Street	7467
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LOCAL IMPROVEMENTS—PART ONLY OF WORK.

(Section 18*a* of "The Local Improvement Act").

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Barton, Township of, *vs.* Dominion Natural Gas Co. Ltd.—Performance of Agreement	7964

PARKS—SETTING ASIDE PART OF FOR ATHLETIC PURPOSES.

(Section 13 of "The Public Parks Act" (Chap. 203, O.S., 1914) and section 398 (32) of "The Municipal Act".)

Peterborough, City of—Approval By-law 2391	7343
Cobourg, Town of—Part of Victoria Park for entertainments	7442
Cobourg, Town of—Approval general regulations governing use of Victoria Parks Pavilion	7784

REPEAL OF MONEY BY-LAWS AS TO RESIDUE NOT RAISED.

(Section 292 of "The Municipal Act".)

Walkerville, Town of—Approval By-law 892—repealing By-law 812 as to $100,000 —Housing purposes	7307
Dunnville, Town of—Approval By-law 6 (1922)—repealing By-law No. 17 (1920)— $4,000 for Waterworks	7372
Cornwall, Town of—Approval By-law 17 (1922)—repealing By-law No. 29 (1921)—$75,000 for Public School purposes	7633

RESTRICTED AREAS.

(Section 399*a* of "The Municipal Act" (Sec. 10, Chap. 63, Ontario Statutes, 1921)).

Municipality.	By-law No.	Area.	Procedure File.
Toronto, City of	8997	St. George St.	7356
Toronto, City of	9054	Wellesley St.	7512
Guelph, Township of	565	Elora Road, etc.	7535
Fort William, City of	2173	.....	7536
Toronto, City of	9285	Spadina Road	7680
North Grimsby, Township of	293	.....	7753
Toronto, City of	9209	Maclennan Ave., etc.	7768
Kapuskasing, Town of	21	.....	7825
Grantham, Township of	409	.....	7891
Toronto, City of	9331	Balmoral Ave.	7901
Stratford, City of	2740	.....	7911
Toronto, City of	9373	Inglewood Drive	7934
Saltfleet, Township of	....	.....	7981
Toronto, City of	9441	Lyndhurst Ave., etc.	8007
Toronto, City of	9332 (amended)	Westlake Ave., etc.	8050

REPEAL (IN PART) OF RESTRICTED AREAS.

(Section 399*a* (2b) of "The Municipal Act".)

	Procedure File.
Toronto, City of—Approval By-law 9031, repealing By-law 8815 as to 128 Roxborough St. West	7384
Toronto, City of—Approval By-law 9250, repealing By-law 8815 as to 46 Roxborough St. West	7681
Toronto, City of—Approval By-law 9369, repealing By-law 8815 as to 23 Roxborough St. West	7935
Toronto, City of—Approval By-law 9419, repealing By-law 9332 as to that part of Westlake Ave. south of Danforth Ave	8050
Toronto, City of—Approval By-law 9389, repealing By-law 8868 as to 32 Lowther Ave	8051

SEWAGE AND SEWAGE DISPOSAL WORKS.

(Section 94 of "The Public Health Act" as amended.)

Brantford, City of—Construction of sewage system extending into Township Brantford. (P. 348)	7221
Guelph, City of—Construction of 24 inch sewer along Waterloo Avenue and into city's property in Township of Guelph	7544

SINKING FUNDS—INVESTMENT OF.

(Section 303 of "The Municipal Act".)

Municipality.	Sinking Fund By-law.	Debenture By-law.	Purpose.	Amount.	Procedure File.
Fort Frances, Town of	697	646, 660, 661, 662	Local Improvements	$19,220.64	7296
Arnprior, Town of	769	766	Indebtedness maturing, June 1st 1922	30,000.00	7514
Welland, City of	293	290	Local Improvements	47,972.21	7625
Brockville, Town of	B. 1328	B. 1326	Waterworks purposes	5,807.64	7694
Brockville, Town of	B. 1331	B. 1330	Collegiate Institute purposes	5,500.00	7899
Shuniah, Municipality of	469	468	Road Improvements	2,350.00	7922

VILLAGES ERECTED INTO TOWNS.

(Section 20 of "The Municipal Act".)

Elmira, Village of—Erection into a Town	(P. 420)	7910

WARDS, DIVISION OF CITY, ETC., INTO.

(Section 44 (1915) of "The Municipal Act".)

Windsor, City of—Redivision of existing Wards (into 4)	7391
Hawkesbury, Town of—Division into 3 Wards	7569

WATERWORKS.

	Procedure File
Etobicoke, Township of—Approval By-law 1352—Waterworks construction in Area No. 1	7204
Etobicoke, Township of—Approval By-law 1354—Waterworks construction in Area No. 2	7249
Etobicoke, Township of—Approval By-law 1368—Waterworks construction in Area No. 3	7530
Etobicoke, Township of—Approval of proposed By-law—Designation of definite area and construction of Water Mains, etc., in Area No. 1	7572
York, Township of—Approval By-law 5257 as amended by 6625—Waterworks construction, Section "C"	7771
York, Township of—Approval By-law 6740—Waterworks construction in Section "C"	7772
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Windsor, City of, vs. Essex Border Utilities Commission *et al.*—Appeal *re* Hospital Report	7815
Windsor, City of, vs. Essex Border Utilities Commission *et al.*—Appeal *re* Water Report	7816
Etobicoke, Township of—Approval By-law 1384—Waterworks construction in Area No. 4	7870
York, Township of—Approval By-law 6993—Water Main in Waterworks Section "C"	7942
Scarborough, Township of—Approval By-law 1171—Waterworks construction, etc., in Area No. 2	7962

WEIGH SCALES AND WEIGHING OF COAL, ETC.

(Section 8 of "The Municipal Amendment Act, 1918".)

Niagara Falls, City of—Approval By-law 1089 (Coal and Coke)	7927

WORKS ORDERED BY DOMINION OR ONTARIO RAILWAY BOARD.

(Section 289 (2) (f) of "The Municipal Act".)

		Procedure File
New Toronto, Town of—Approval By-law 445—Removal of tracks of Toronto & York Radial Railway (Ontario)	$21,000 00	7745
Barton, Township of—Approval By-law 1342—For G.T.R. Subway, Kenilworth Avenue, Hamilton (Dominion)	3,407 31	7971

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO TELEPHONE ACT, 1918".

		Procedure File
Arkona, Town of	Approval By-law No. 8 (1921)—use of highways to The Parkhill-Arkona Telephones, Ltd.	7223
Atwood, Municipality of	Approval By-law 121—Issue of debentures to pay cost of establishment of a municipal telephone system	7328
Alberton, Municipality of	Establishment of telephone system	7399
Athill, Louther	Removal of name from Petition praying for establishment of telephone system by the Township of Kerns	7401
Ahmic Telephone Co., Ltd.	Sale of certain plant and equipment to The Magnetawan Municipal Telephone System	7483
Alberton, Municipality of	Fixing of price to be offered for purchase of certain plant, etc., of The Roddick & Crozier Telephone Co., Ltd.	7596

		Procedure File
Amaranth, Township of	Approval By-law 515—Use of highways to The Maple Grove Telephone Co., Ltd.	7607
Assiginack, Township of	Approval By-law 423—Establishment of telephone system under Part II of "The Ontario Telephone Act, 1918"	7642
Armstrong Independent Telephone Co., Ltd.	Sale of business, plant, etc., to The Temiskaming Telephone Co., Ltd.	7644
Amaranth Co-operative Telephone Co.	Approval sale of undertaking to The East Luther Telephone Co., Ltd.	7776
Ahmic Telephone Co., Ltd.	Purchase by the Municipality of McKellar of certain telephone plant and equipment of	7821
Atherley Telephone Association	Approval Township Mara By-law No. 596—Granting use of highways to	7832
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Arden & Long Lake Telephone System—*See* "Barber, Ed."		
Ansonia & Thessalon Municipal Telephone System	Increased charges	8001
Bathurst, Township of	Approval By-law 1002—Use of highways to The Fourth Line Telephone Co., Ltd.	7286
Bennett, S. G., *et al.* (Mountain Telephone Club)	Approval By-law 633, Township of Tiny, use of highways to	7329
Bell, J. R.	Fixing of price to be offered for telephone system of, in Townships Humphrey and Cardwell	7398
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Burnt River Telephone Co., Ltd.	Increased charges	7459
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Byron Telephone Co., Ltd.	Increased charges	7474
Balaclava Telephone Co., Ltd.	Approval By-law 944, County of Grey, granting use of certain highways to	7481
Balaclava Telephone Co., Ltd.	Approval by-law 11 (1921), Township of Sydenham, granting use of certain highways to	7482
Balaclava Telephone Co., Ltd.	Approval By-law 21 (1921), Township St. Vincent, granting use of highways to	7491
Bell Telephone Co. of Canada, Ltd.	Approval Sale to of undertaking of North Huron Telephone Co., Ltd.	7495
Brooke, Commissioners for Telephone System of Township of	Issue of supplementary debentures to complete Municipal Telephone System	7504
Brooke, Commissioners for Telephone System of Township of	Issue of debentures for reconstruction, etc., of Municipal Telephone System	7505
Bell Telephone Co. of Canada, Ltd.	(Party Line of) Connection with premises of (Rev.) Garnet W. Lynd, by The Robt. Henry Edgar Telephone Co., Ltd.	7511
Brudenell Telephone Co., Ltd.	Approval By-law 108, Township Hagarty and Richards, granting use of certain highways to	7555
Brudenell Telephone Co., Ltd.	Approval By-law 275, Township Brudenell & Lynedoch, granting use of certain highways to	7556
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Bell Telephone Co. of Canada, Ltd.	Sale to, by Township of Caledon of telephone plant and equipment in Township Mono	7643
Bell Telephone Co. of Canada, Ltd.	"Other Line" charges, Lanark & Carleton Counties Telephone Co., Ltd.	7723
Burgessville Telephone Co., Ltd.	Price to be offered by Township North Norwich for purchase of System	7726
Byron Telephone Co., Ltd.	Pin space on poles by W. R. Wadsworth (Lessee of Caradoc-Ekfrid Telephone Co.'s System)	7740
Bell Telephone Co., Ltd.	Approval Agreement with Home Telephone Co., Ltd.	7803
Brooke, Township of	Extensions to Municipal Telephone System	7820
Bruce, Township of (Commissioners for Municipal Telephone System)	Increased charges	7862
Brock, Township of	Approval By-law 702—Use of highways to The Manilla Union Telephone Co., Ltd.	7931
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Barber, Edward (Arden & Long Lake Telephone System)	Interchange of service with Cannon Telephone Co. and Clarendon Telephone Co.	7950
Bell, Jno. R.	Approval purchase from Township Humphrey of certain telephone plant, etc., in Township of Humphrey	7952
Bell, J. R.	Approval purchase from, by Municipality of Christie of certain telephone plant and equipment	7996
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Chamberlain, M. H.	Approval Agreement for Sale to, of The Arkona Telephone System, by Walter Percy	7197
Crediton Rural Telephone System—*See* "Orme, Dr. J. W."		
Caradoc-Ekfrid Telephone Co., Ltd.	Interchange of service with Coldstream Telephone System (A. G. McKenzie)	7279
Coldstream Telephone System	*See* "McKenzie, A. G."	
Cardwell, Township of, and Township of Humphrey	Fixing of purchase price to be offered for system of J. R. Bell in said Townships	7398
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Colborne Telephone System	Increased charges	7414
Crediton Rural Telephone System	(*See* J. W. Orme, M.D.)	
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Chapple, Municipality of	Authority to pass By-law providing for reconstruction, etc., of its Telephone System, etc.	7631
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Coldwater, Telephone System of Municipality of	Interchange of service with North River Municipal Telephone System	7705
Colchester South, Township of	Approval By-law 62—Use of certain highways to The South Colchester Telephone Co., Ltd.	7724
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Chapple, Municipality of	Approval By-law 318—Reconstruction, etc., of telephone system	7782
Colchester, South, Township of	Approval By-law No. 60—Use of certain highways to The Gore Mutual Telephone Co., Ltd.	7881

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Christie, Municipality of	Purchase of certain telephone plant and equipment from Percy D. Sword	7932
Conboy, H. A. (Cannon Telephone Co.)	Interchange of service with Clarendon Telephone Co., *et al*	7950
Cannon Telephone Co	*See* "Conboy, H.A."	
Clarendon Telephone Co	*See* "Francis, Robt. H."	
Chinguacousy, Municipality of	Increased charges	7973
Christie, Municipality of	Approval of purchase of certain telephone plant and equipment from J. R. Bell	7996
Colchester North Telephone System	Increased charges	8031
Dunnville Consolidated Telephone Co., Ltd.	Expenditure of $2,415.05 of Depreciation Fund on new construction	7284
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Douro, Municipality of	Approval Agreement for interchange of service with the Municipality of Dummer	7344
Dummer, Municipality of	Approval Agreement for interchange of service with Municipality of Douro	7344
Dunnville Consolidated Telephone Co., Ltd.	Increased charges	7402
Dungannon, Township of	Extension of time to pay cost of establishing Municipal Telephone System	7403
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Erin, Township of; Village of Erin vs.	Extension and operation of Applicant's telephone service	7369
Edgar, Robt. Henry, Co., Ltd.	Connection of premises of (Rev.) Garnet W. Lynd with party line of Bell Telephone Co. of Canada, Ltd.	7511
Ernst, J. P.	Sale of Telephone Line to Township Wilmot	7628
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Fingal Telephone Co.	Increased charges	7346
Falkirk Telephone Co., Ltd.	Increased charges	7517
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Francis, Robt. H. (Clarendon Telephone Co.)	Interchange of service with Cannon Telephone Co., *et al*	7950
Flos, Township of	Approval By-law 904—Use of certain highways to The Minesing Telephone Co., Ltd.	8015
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Glenelg, Township of	Approval By-law 622—Issue of debentures for establishment of Municipal Telephone System	7207
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Gore Mutual Telephone Co., Ltd.	Approval By-law No. 60 of Township of Colchester South, granting use of certain highways to	7881
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Greenhill Telephone System	*See* "Mercer, Thos."	
Gosfield North, Township of	Increased charges	7953
Haldimand, Township of	Approval By-law 156—Use of highways to The Harwood Rural Telephone Co., Ltd.	7247
Harwood Rural Telephone Co., Ltd.	Approval By-law 156, Township Haldimand, granting use of highways to	7247
Humphrey, Township of, *et al*	Fixing of purchase price for system of J. R. Bell, located in applicant Townships	7398
Hilton, Township of	Approval By-law 415—Establishment of telephone system	7431
Haldimand Rural Telephone Co., Ltd.	Increased charges	7460
Harrietsville Telephone Association, Ltd.,	Increased charges	7477
Haldimand Municipal Telephone System,	Increased charges	7479
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Huron, Commissioners for Telephone System of Municipality of	Replacement, etc., of Huron & Kinloss Municipal Telephone System	7595
Huron & Kinloss Municipal Telephone System	Replacement, etc., of	7595
Haldimand Municipal Telephone System,	Increased charges	7659
Home Telephone Co., Ltd.	Approval Agreement with Bell Telephone Co. of Canada, Ltd.	7803
Humphrey, Township of	Approval By-law 388, establishment of telephone system	7834
Huron, Township of	Approval By-law 653—Installation of new cable	7836
Humphrey, Township of	Purchase from John R. Bell (Rosseau Independent Telephone System), of certain telephone plant, etc., in the Township of Humphrey	7952
Hay, Township of	Approval By-law No. 11 (1922)—Extensions to Municipal Telephone System	7958
Hyndman, H. K.	Increased charges	7986
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Huron & Kinloss Municipal Telephone System	Approval By-law 659, Township of Huron—Replacements, etc., to Telephone System	7998
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Ice Lake Telephone Co., Ltd.	Approval By-laws to regulate management of its Company	7400
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Kearney, Town of	Approval By-law 60, granting use of highways to The Muskoka & Parry Sound Telephone Co., Ltd.	7698
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Lower Bonnechere Telephone Co., Ltd.	Approval By-law 303, Township of Grattan, granting use of highways to	7648
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Lanark & Carleton Counties Telephone Co., Ltd.	"Other Line" charges, Bell Telephone Co. of Canada, Ltd.	7723
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LaVallee Municipal Telephone System	Increased charges	8017
Monteagle & Herschel, Municipality of	Interchange of service with The People's Telegraph & Telephone Co., Ltd.	7196
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Manilla Union Telephone Co., Ltd.	Approval By-law 1419, Township Reach—Use of highways to	7404
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Magnetawan Municipal Telephone System	Purchase of certain telephone plant and equipment from The Ahmic Telephone Co., Ltd.	7483
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Maple Grove Telephone Co., Ltd.	Approval By-law 515, Township of Amaranth, granting use of highways to	7607
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Morley & Dilke Municipal Telephone System	Approval By-law No. 255 of Municipality of Morley—Extensions, etc., to telephone system	7736
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Minesing Telephone Co., Ltd.	Approval Township Flos By-law No. 904—Use of certain highways to	8015
Mornington Municipal Telephone Co.	Increased charges	8020
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LIST OF BELL TELEPHONE AGREEMENTS APPROVED BY THE BOARD UNDER SECTION 82 OF "THE ONTARIO TELEPHONE ACT, 1918".

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Addison Rural Independent Telephone Co. Ltd.	7673
Atherley Telephone Association Ltd.	7993
Barker, G. E. (Arden & Long Lake Telephone System)	7559
Balaclava Telephone Co. Ltd.	7671
Bracebridge & Northwood Telephone Co. Ltd.	7767
Blind River Telephone Co. Ltd.	7852
Camden Telephone Co. Ltd.	7239
Caledon Municipal Telephone System	7732
Colborne Municipal Telephone System	8011
Dawn Municipal Telephone System	7191
Dunwich & Dutton Telephone Co. Ltd.	7320
Drummond Centre Telephone Co. Ltd.	7677
Elmsley South Rural Telephone Co. Ltd.	7187
East Middlesex Telephone Co. Ltd.	7312
Ernestown Rural Telephone Co. Ltd.	7532
Everett Telephone Co. Ltd.	7652
Elliott Private Telephone Line	7839
Euphrasia Municipal Telephone System	8012
Foster, Manly (Yarker Telephone System)	7531
Fourth Line of Bathurst Telephone Association Ltd.	7604
Farmer Private Telephone Line	7838
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Glengarry Telephone Co. Ltd.	7382
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Good, (Miss) Helen	7844
Goderich Rural Telephone Co. Ltd.	8005
Hazeldean Rural Telephone Co. Ltd.	7182
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Harwood Rural Telephone Co. Ltd.	7409
Hay Municipal Telephone System	7533
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Harrietsville Telephone Association Ltd.	7695
Huron & Kinloss Municipal Telephone System	7756
Home Telephone Co. Ltd.	7925
Humphrey Municipal Telephone System	8033
Iron Bridge Telephone Co. Ltd.	7357
Ivy-Thornton Telephone Co. Ltd.	7518
Korah Central Telephone Co. Ltd.	7291
Kaladar & Northern Telephone Co.	7618
Kitley, Rural Telephone Co. Ltd. of	7765
Kerr Line Telephone Co. Ltd.	7979
Leeds & Grenville Independent Telephone Co. Ltd.	7541
Little Britain Telephone Co. Ltd.	7688
Lower Bonnechere Telephone Co. Ltd.	7827
Lansdowne Rural Telephone Co. Ltd.	7857
Minto Rural Telephone Co. Ltd.	7218
Mornington Municipal Telephone System	7283
Mountain Telephone System	7287
Maidstone, Township of	7311
Moscow Telephone Association	7383
Marysburg Telephone Co.	7651
Madawaska Telephone Association Ltd.	7675
Mallorytown Telephone Co. Ltd.	7704
Maple Grove Telephone Co. Ltd.	7757
Mason, Geo. (Muskoka & Parry Sound Telephone System)	7921
Muskoka & Parry Sound Telephone System. *See* "Mason, Geo."	
Mount Albert Telephone Co. Ltd.	7957
McKillop, Logan & Hibbert Telephone Co. Ltd.	7211
McKillip Municipal Telephone System	7494
McCreary Telephone Co.	7617
McNab Telephone Co. Ltd.	7689
Normanby Telephone Co. Ltd.	7219

Company or System	Procedure File
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North Algona, Township of	7970
North Renfrew Telephone Co. Ltd.	8047
Perth & Christy's Lake Telephone Co. Ltd.	7610
Parkhill-Arkona Telephones, Ltd.	7714
Poitras, C., *et al.* (Verner Telephone System)	8027
Queen's Line Telephone Co.	7969
Ravenscliffe Telephone Co. Ltd.	7242
Rochester Municipal Telephone System	7408
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Rankin Telephone Co. Ltd.	7888
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Selby Telephone Co. Ltd.	7238
Shakespeare Telephone Co. Ltd.	7349
Scotch Line & Stanleyville Telephone Co. Ltd.	7433
Salkeld, Jno. W. (Salkeld Telephone System)	7434
Stroud Telephone Co. Ltd.	7545
St. Marys, Medina & Kirkton Telephone Co. Ltd.	7562
South Malahide Telephone Co. Ltd.	8042
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Urban & Rural Telephone Co. Ltd.	7319
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West Williams Rural Telephone Association Ltd.	7924
Yarker Telephone System. *See* "Foster, Manly."	

TABULATED SUMMARY OF ACCIDENT REPORTS RECEIVED IN 1922.

Passengers.		Employees.		Travellers on Highway.		Travellers at Crossing.		Trespassers.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2	234	4	11	14	108					20	353

MEMO. OF LEGISLATION UNDER WHICH THE BOARD EXERCISES JURISDICTION.

Annexation of Territory to Municipality.
Sections 11 to 23, inclusive, of "The Consolidated Municipal Act, 1922."
(See secs. 31, 52 (4), 62, 66, 93).
Detachment of Farm Lands from Town or Village, (sec. 21a).

Arbitrations.
Excess land as compensation.
Section 322*a* of "The Consolidated Municipal Act, 1922."

Area of Town or Village, Limited.
Section 14 of "The Consolidated Municipal Act, 1922."

Assessment Appeals.
Section 79 (Assessment of Telephone Company) of "The Assessment Act" (c. 195, R.S.O., 1914).
Amended 1915, c. 36, sec. 6.
Section 80 of "The Assessment Act."
Amended 1915, c. 36, sec. 7.
Amended 1916, c. 41, sec. 6.
See sec. 26, c. 24, Ontario Statutes, 1916.

Beaches and River Beds Act, the
Chapter 245, R.S.O., 1914.

Boundary Lines, Deviation of Roads on, Etc.
Section 469 of "The Consolidated Municipal Act, 1922,"
(and see secs. 439, 453, 458, 468).

Bridges Between Counties, Etc.
"The Highway Improvement Act," as amended by sec. 7,
Chapter 17, Ontario Statutes, 1917.

Bridge, Dispensing with Reconstruction of
Section 460 (9) and (10) of "The Consolidated Municipal Act, 1922."

By-Laws.
Approval of, for Bridge Construction.
Section 289 (2) (*e*) of "The Consolidated Municipal Act, 1922."
Approval of, for extension of Municipal Railway Systems.
Section 232 of "The Ontario Railway Act."
Approval of, for extension of Waterworks, Electric Light Plants, Sewers or Gas Works.
Section 400 (3) of "The Consolidated Municipal Act, 1922."
(See secs. 7 and 9, c. 20, Ontario Statutes, 1917).
Approval of, for investment of Sinking Fund.
Section 303 of "The Consolidated Municipal Act, 1922."
Approval of, for purchase of fuel, etc.
Section 399 (39*a*) of "The Consolidated Municipal Act, 1922."
Approval of, for weighing coal or coke.
Section 401 (13) of "The Consolidated Municipal Act, 1922."
Approval of, granting franchises.
Sections 5 and 6, c. 197, R.S.O., 1914.
Amended 1915, c. 38, sec. 1, and see c. 51, Ontario Statutes, 1919.
Approval of, granting unemployment relief.
Section 4, c. 41, Ontario Statutes, 1922.
Approval of Interest Increase or Decrease By-law.
Section 291 of "The Consolidated Municipal Act, 1922."
Approval of, to pay for works ordered by Dominion or Ontario Railway Boards.
Section 289 (2) (*f*) of "The Consolidated Municipal Act, 1922."
Approval of, to repeal by-laws as to that part of moneys not raised.
Section 292 of "The Consolidated Municipal Act, 1922."
Approval of, to restrict use, etc., of buildings in defined areas.
Section 399*a* of "The Consolidated Municipal Act, 1922."
Validation of, and Debentures.
Section 295 of "The Consolidated Municipal Act, 1922."

Cemeteries.
Vesting in Trustees, closing roads, Ontario Statutes, 1920, c. 96, sec. 2.

Consolidation of Floating Debt or Consolidation or Renewal of Debentures by Act of the Legislature.
Rule 61*a*, page 421, Votes and Proceedings of The Legislative Assembly, 27th March, 1907

Debentures, Extension of Period for Issue of
Section 288 (9) and (10) of "The Consolidated Municipal Act, 1922."

Erection of Villages and Towns into Towns and Cities.
Section 20 of "The Consolidated Municipal Act, 1922."
Farm Lands. Detachment of from town or village.
Section 21*a* of "The Consolidated Municipal Act, 1922."

Franchises, Approval of By-laws Granting.
R.S.O., chap. 197, secs. 5 and 6.
Amended 1915, chap. 38, sec. 1.
Amended 1919, chap. 51.

Fuel, Municipal Dealings in
Section 399 (39*a*) of "The Consolidated Municipal Act, 1922."
Provincial supply of:
Sections 7 and 8, chap. 13, Ontario Statutes, 1918.

Fuel, Weighing Coal or Coke.
Section 401 (13) of "The Consolidated Municipal Act, 1922."

Highways: Deferred Widening by Municipalities.
Section 12, chap. 71, Ontario Statutes, 1922.

Highways, Provincial.
See chap. 16, Ontario Statutes, 1917, (amended s. 3, c. 23, 1920, and sec. 4, c. 27, 1921).
See sec. 3, chap. 17, Ontario Statutes, 1919.

Highways Department, expropriations by,
See chap. 26, Ontario Statutes, 1922.

Highways, Width of
Section 479 of "The Consolidated Municipal Act, 1922."
Section 1, chap. 30, Ontario Statutes, 1917.
Section 1, chap. 31, Ontario Statutes, 1917.
Chapter 38, Ontario Statutes, 1918.
Chapter 60, Ontario Statutes, 1920.
Chapter 65, Ontario Statutes, 1921.

Incorporation of Towns in Unorganized Territory.
Section 19 of "The Consolidated Municipal Act, 1922."
(See also secs. 31, 52 (4), 62, 66 and 93).

Interswitching, Etc., Between Dominion and Provincial Railways.
Section 253 (3), chap. 68, Dominion Statutes, 1919.
Section 131 of "The Ontario Railway Act."

Lands and Forests Department, Expropriation, Etc., by.
See sec. 8, chap. 13, Ontario Statutes, 1918.

Local Improvements.
Deviating highway, sec. 3, chap. 64, Ontario Statutes, 1921.
Part only of proposed work, sec. 5, chap. 35, Ontario Statutes, 1915.
Petitions against:
Sections 7 and 9, chap. 193, R.S.O.
Amended 1914, chap. 21, sec. 42.
Amended 1915, chap. 35, sec. 4.
Amended 1921, chap. 64, sec. 1.

Mortgages of Railways to be Deposited with Board.
Subsection 4 of sec. 48 of "The Ontario Railway Act."

Municipal Electric Railways.
Sections 22, 24, 25, chap. 69, Ontario Statutes, 1922.

Natural Gas.
See chap. 12, Ontario Statutes, 1918.
" sec. 10, chap. 13, Ontario Statutes, 1919.
" sec. 20, chap. 17, Ontario Statutes, 1921.
" chap. 23, Ontario Statutes, 1922.

Ontario Railway Act, The
Chapter 185 of The Revised Statutes of Ontario, 1914.
Amended 1916, chap. 31, sec. 10.
Amended 1917, chap. 39.
Amended 1918, chap. 20, sec. 25.
Amended 1918, chap. 30.
Amended 1919, chap. 44.
Amended 1920, chap. 56.
Amended 1922, chap. 66 and 67.

Ontario Railway and Municipal Board Act, The
Chapter 186 of The Revised Statutes of Ontario, 1914.
Amended 1915, chap. 31.
Amended 1916, chap. 24, secs. 25 and 26.
See secs. 10, 12 and 13, chap. 14, Ontario Statutes, 1917.
Amended 1919, chap. 25, secs. 25, 44.
Amended 1922, chap. 68.

Parks, Setting Aside Part of, for Sports, Etc.
Section 13, (6) of "The Public Parks Act," (chap. 203, R.S.O., 1914.)
Section 398 (32) of "The Consolidated Municipal Act, 1922."

Plans of City and Suburban Lands.
Chapter 38, Ontario Statutes, 1918.
Amended 1919, chap. 53.
Amended 1920, chap. 60.
(See sec. 28, chap. 99, Ontario Statutes, 1921, and secs. 4 and 5, chap. 109, Ontario Statutes, 1922).
Amended 1921, chap. 65, sec. 1.

Police Villages.
Formation of in Provisional Judicial Districts.
Section 504*a* of "The Consolidated Municipal Act, 1922."

Public Health Act.
See sec. 10, chap. 41, Ontario Statutes, 1918, *re* Sewage Disposal Plants.

Public Utilities Act, The
Chapter 204, R.S.O., 1914.
Amended 1914, chap. 35.
Amended 1917, chap. 14, sec. 13.
Amended 1917, chap. 47.
Amended 1920, chap. 71, chap. 73.
See chap. 66, Ontario Statutes, 1921.
See chap. 77, Ontario Statutes, 1922.

Public Works of Ontario, An Act Respecting.
Chapter 35, R.S.O., 1914, secs. 29, *et seq.*, and sec. 46.

Separation of Farm Lands from Town or Village.
Section 21*a* of "The Consolidated Municipal Act, 1922."

Suburban Areas, Development of
Section 7, chap. 66, Ontario Statutes, 1921.
Chapter 77, Ontario Statutes, 1922.

Taxation of Mines and Natural Gas, Act Respecting.
Chapter 26, R.S.O., 1914, sec. 12 (3), *et seq.*

Telephone Systems.
Chapter 31, Ontario Statutes, 1918.
Amended 1919, chap. 43.
Amended 1921, chap. 62, 63.
Amended 1922, chap. 70.
(See chap. 82, Ontario Statutes, 1922).

Temiskaming and Northern Ontario Railway Act.
Act respecting; sec. 17, chap. 38, R.S.O., 1914.

Township, Separation of Junior, from Union.
Section 30 of "The Consolidated Municipal Act, 1922."

(Note.—The above list is prepared to facilitate reference to legislation, and does not purport to be exhaustive. It refers to Public General Acts only, and does not include Special or Private Acts, a great many of which refer matters of local importance to the Board for adjudication, etc.).

TARIFF OF FEES.

Tariff of Fees Payable in Cash under Section 62 of "The Ontario Railway and Municipal Board Act."

For copy of any Document, 10 cents for each 100 words and 50 cents for each Certificate.
For copy of any map or plan, applicants are to pay draughtsmen's and engineer's fees for same and 50 cents for each Certificate.

Law Stamps (Section 63).

In contentious matters requiring a Hearing there shall be paid in Law Stamps the sum of $15.00 for each day or fraction thereof over one-half day, and the sum of $10.00 for each half day or less occupied by or in connection with the Hearing, and $1.00 on each original subpoena.

In Cases in Which There is no Opposing Party.

On order, under Section 295 of "The Municipal Act" validating a By-law and Debentures, the following sums shall be paid in Law Stamps:

	Law Stamps
Where the issue of Debentures amounts to $10,000 or less	$15 00
Over $10,000 and up to $15,000	20 00
" $15,000 " $20,000	25 00
" $20,000 " $25,000	30 00
" $25,000 " $30,000	35 00
" $30,000 " $40,000	40 00
" $40,000 " $50,000	45 00
" $50,000 " $60,000	50 00
" $60,000 " $70,000	55 00
" $70,000 " $80,000	60 00
" $80,000 " $90,000	65 00
" $90,000 " $100,000	70 00
" $100,000 " $110,000	75 00
" $110,000 " $120,000	80 00
" $120,000 " $130,000	85 00
" $130,000 " $140,000	90 00
" $140,000 " $150,000	95 00
" $150,000 " $160,000	100 00
" $160,000 " $170,000	105 00
" $170,000 " $180,000	110 00
" $180,000 " $190,000	115 00
" $190,000 " $200,000	120 00
" $200,000 such sum as the Board may order or direct.	

The following sums shall be paid in Law Stamps on the following Orders:

On Order for approval of By-law for Work ordered by Dominion or Ontario Railway Board. Mun. Act, Sec. 289 (2) (*f*)	$10 00
On Order for approval of By-law for extension of Waterworks or Electric Light or Gas-works, etc. Mun. Act, Sec. 400 (3)	10 00
On Order for approval of Sinking Fund Investment By-law. Mun. Act, Sec. 303	5 00
On Order for approval of Extension of Debenture Issue Period. Mun. Act, Sec. 288 (9) and (10)	5 00
On Order for approval of By-law increasing the rate of interest on Debentures. Mun. Act, Sec. 291	5 00
On Order for approval of Bridge Construction By-law. Mun. Act, Sec. 289 (2) (*e*)	5 00
On Order extending the time to pass a By-law. 4 Geo. V, Chap. 33, Sec. 7	5 00
On Order approving Municipal Fuel By-law. 7 Geo. V, Chap. 42, Sec. 12 (2)	5 00
On Order approving Railway Company's Public By-laws and Rules	2 00
On Order approving Railway Company's Tolls and Tariffs	2 00
On Order approving Railway Fenders. Sec. 253 of "The Ontario Railway Act"	5 00
On Order approving Railway Company's Examiner of Motormen	1 00
On approval of a Plan under "The Planning and Development Act." (8 Geo. V, Chap. 38)	5 00
On approval of a Deed, etc., under "The Planning and Development Act"	2 00
On approval of a Plan under "The Ontario Railway Act"	5 00
On Orders not included in the above list, such sums as the Board may order or direct.	

TARIFF OF FEES PAYABLE IN LAW STAMPS UNDER "THE ONTARIO TELEPHONE ACT, 1918."

ON ORDER.

Approving Connecting Agreement with The Bell Telephone Company of Canada, Limited; under Section 82	$5 00
Approving Connecting Agreement between telephone systems within the jurisdiction of Ontario; under Section 82	2 00
Approving Municipal By-law granting the use of highways; under Section 67	1 00
Approving Municipal By-law providing for the establishment or extension of telephone systems; under Section 13	5 00
Granting the use of highways in unorganized townships; under Section 71	2 00
Authorizing the extension of telephone system established pursuant to Section 13, into unorganized townships; under Section 12	5 00
Extending the period within which debenture By-law to cover the cost of establishing telephone systems pursuant to Section 13, may be passed under Section 19	5 00
Authorizing the passing of By-law extending the period for repayment of debentures to cover the cost of telephone system established pursuant to Section 13, beyond 10 years; under Section 20	10 00
Authorizing the passing of By-law providing for the issue of new debentures to provide for the payment of a portion of the principal of the original debentures falling due in any year; under Section 23	5 00
Authorizing the removal of signatures from a petition praying for the establishment of a telephone system pursuant to Section 13; under Section 7	2 00
Authorizing a company to issue additional stock or bonds; under Section 94	5 00
Authorizing a company to expend a portion of its Depreciation Reserve in new construction, etc.; under Section 93	5 00
Approving regulations to prevent the misuse of system by subscribers; under Section 95	2 00

On any Order not included in the above list such sums as the Board may order or direct.

The above fees to apply only in cases not requiring a Hearing.

In contentious matters requiring a Hearing: $15 for each day or fraction thereof over one-half day, and $10 for each half-day or less occupied in connection with the Hearing.

Where enquiry is made by the Board's Expert, $10 for each day or fraction thereof over one-half day, and $5 for each half-day or less occupied in connection with such enquiry.

STATEMENT IN DETAIL OF TRAVELLING EXPENSES AND DISBURSEMENTS.

1922.

January.	D. M. McIntyre, K.C., Chairman	$22 85
	A. B. Ingram, Vice-Chairman	17 30
	J. A. Ellis, Commissioner	19 20
	F. Dagger, Supervisor Telephone Systems	55 80
	W. C. Coo, Court Reporter	65 80
	J. A. McDonald, Inspector of Telephone Service	18 70
	E. Crosland, Street Railway Inspector	8 00
February.	D. M. McIntyre, K.C., Chairman	15 45
	J. A. Ellis, Commissioner	18 90
	W. C. Coo, Court Reporter	34 35
	F. Dagger, Supervisor Telephone Systems	109 90
	E. Crosland, Street Railway Inspector	8 65
	J. A. McDonald, Inspector of Telephone Service	27 15
March.	F. Dagger, Supervisor Telephone Systems	99 20
	J. A. McDonald, Inspector of Telephone Service	73 10
	E. Crosland, Street Railway Inspector	13 65
April.	D. M. McIntyre, K. C., Chairman	59 40
	W. C. Coo, Court Reporter	80 20
	F. Dagger, Supervisor Telephone Systems	47 80
	E. Crosland, Street Railway Inspector	19 70
May.	A. B. Ingram, Vice-Chairman	54 30
	F. Dagger, Supervisor Telephone Systems	69 80
	E. Crosland, Street Railway Inspector	28 75
June.	D. M. McIntyre, K.C., Chairman	20 70
	A. B. Ingram, Vice-Chairman	76 53
	J. A. Ellis, Commissioner	13 92
	F. Dagger, Supervisor Telephone Systems	135 25
	W. C. Coo, Court Reporter	47 50
	J. A. McDonald, Inspector of Telephone Service	35 20
	E. Crosland, Street Railway Inspector	21 00
July.	F. Dagger, Supervisor Telephone Systems	87 30
	J. A. McDonald, Inspector of Telephone Service	47 05
	E. Crosland, Street Railway Inspector	7 85

1922.		
August.	D. M. McIntyre, K.C., Chairman	$79 20
	A. B. Ingram, Vice-Chairman	80 40
	F. Dagger, Supervisor of Telephone Systems	127 50
	W. C. Coo, Court Reporter	91 35
	J. A. McDonald, Inspector of Telephone Service	10 70
	E. Crosland, Street Railway Inspector	12 25
	H. W. Middlemist, C. E., Board's Consulting Engineer	4 00
September.	D. M. McIntyre, K.C., Chairman	10 95
	A. B. Ingram, Vice-Chairman	10 25
	F. Dagger, Supervisor Telephone Systems	68 85
	W. C. Coo, Court Reporter	19 65
	J. A. McDonald, Inspector of Telephone Service	31 70
	E. Crosland, Street Railway Inspector	19 85
	H. W. Middlemist, C. E., Board's Consulting Engineer	7 95
October.	D. M. McIntyre, K.C., Chairman	20 35
	A. B. Ingram, Vice-Chairman	87 70
	J. A. Ellis, Commissioner	39 84
	F. Dagger, Supervisor Telephone Systems	148 25
	W. C. Coo, Court Reporter	35 40
	J. A. McDonald, Inspector of Telephone Service	27 35
	E. Crosland, Street Railway Inspector	41 45
	H. W. Middlemist, C. E., Board's Consulting Engineer	2 85
November.	D. M. McIntyre, K.C., Chairman	15 50
	A. B. Ingram, Vice-Chairman	12 60
	J. A. Ellis, Commissioner	24 00
	F. Dagger, Supervisor Telephone Systems	68 65
	W. C. Coo, Court Reporter	19 15
	J. A. McDonald, Inspector Telephone Service	93 70
	E. Crosland, Street Railway Inspector	12 55
December.	D. M. McIntyre, K.C., Chairman	8 75
	A. B. Ingram, Vice-Chairman	8 80
	J. A. Ellis, Commissioner	30 90
	F. Dagger, Supervisor Telephone Systems	77 45
	W. C. Coo, Court Reporter	24 80
	E. Crosland, Street Railway Inspector	15 65
		$2,850 54

THE FOLLOWING GIVES A BRIEF SUMMARY OF THE EXTENSIONS AND IMPROVEMENTS MADE TO THE RAILWAYS UNDER PROVINCIAL JURISDICTION DURING THE YEAR 1922.

Buffalo and Fort Erie Ferry and Railway Company.

During the year ending December 31st, 1922, this company report that they did not make any extensions to track.

They also report that they did not make any expenditure on track improvements, rolling stock, buildings, machinery, etc., except for maintenance, during the same period.

Cornwall Street Railway, Light and Power Company, Limited.

This company report that during the year December 31st, 1921, to December 31st, 1922, they did not make any extensions to track.

They report under the heading of track improvements, overhead structure, rolling stock, buildings, machinery, etc., an expenditure of $36,473.79, for the year ending December 31st, 1922.

Fort William Electric Railway.

This company report that during the year ending December 31st, 1922, they did not make any extensions to track.

They also report that for the year December 31st, 1921, to December 31st, 1922, they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

Guelph Radial Railway Company.

It is reported by the Hydro-Electric Power Commission of Ontario, that during the year ending 31st December, 1922, there were not any extensions made to the tracks of the Guelph Radial Railway.

They also report that during the same period there was a total expenditure made on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $187,936.

The Hamilton Street Railway Company.

This company report that for the year ending 31st December, 1922, they made a further expenditure on extensions to track commenced in 1920, of $13,418.68.

They also report that during the year 31st December, 1921, to 31st December, 1922, they made a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $31,256.70.

The Hamilton and Dundas Street Railway Company.

During the year December 31st, 1921, to December 31st, 1922, it is reported by this company that they installed a switch of 250 ft. at a cost of $1,436.47.

They also report that during the same period they did not make any expenditure on track improvements, rolling stock, buildings, machinery, etc.

The Hamilton, Grimsby and Beamsville Railway Company, Ltd.

This company report that during the year ending 31st December, 1922, they did not make any extensions to track.

They also report that during the same period they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

The Hamilton and Barton Incline Railway Company.

During the year ending 31st December, 1922, it is reported by this company that they did not make any track extensions.

During the same period they also report that they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

The Hamilton Mountain Park Company, Limited—(Incline Railway).

It is reported by this railway company that during the year ending December 31st, 1922, they did not make any extensions to track.

It is also reported that during the same period they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, etc.

The Huntsville and Lake of Bays Railway Company.

During the year ending 31st December, 1922, this company report that they did not make any extensions to track.

They also report that during the same period they made an expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $2,039.83.

Hydro-Electric Radial Railway—(Essex Division).

(Sandwich, Windsor & Amherstburg Railway).

It is reported by the Hydro-Electric Power Commission of Ontario, that during the year ending December 31st, 1922, this railway did not make any extensions to track. It is also reported that during the same period they made a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $365,399.

The International Railway Company—(Niagara Falls Park and River Division).

During the year December 31st, 1921, to December 31st, 1922, this railway report that they did not make any extensions to track, and did not make any expenditure on track improvements, overhead structure, rolling stock, etc.

The International Transit Company.

This company report that during the year ending 31st December, 1922, they made an extension to track of .38 miles at a cost of $1,118.50.

They also report under the heading of expenditure on overhead structure, rolling stock, buildings, etc., the purchase of five One-man Birney Safety cars at a total cost of $44,235.23.

Kingston, Portsmouth and Cataraqui Electric Railway Company.

This company report that during the year ending 31st December, 1922, they did not make any extensions to track.

They also report that during the same period they made a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $13,684.11.

Kitchener and Waterloo Street Railway.

During the year 31st December, 1921, to 31st December, 1922, this company report that they made extensions to track of 4,400 feet, at a cost of $28,439.58, although payment not yet completed.

They also report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $57,893.78.

Lake Huron and Northern Ontario Railway.

This company report that during the year ending 31st December, 1922, they did not make any extensions to track.

They also report that they did not make any expenditure on track improvements, overhead structure, rolling stock, etc.

The London Street Railway Company.

During the year 31st December, 1921, to 31st December, 1922, this company report that they did not make any extensions to track.

They report for the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $39,608.39.

Midland Simcoe Terminal Railway.

This has been operated as a siding by the Midland Iron and Steel Company, who report that during the year ending 31st December, 1922, no repair work of any kind has been done, or extensions made.

Mount McKay and Kakabeka Falls Railway Company.

This company report that during the year 31st December, 1921, to 31st December, 1922, they did not make any extensions to track.

They also report that during the same period they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

Peterborough Radial Railway.

It is reported by the Hydro-Electric Power Commission of Ontario, that during the year ending 31st December, 1922, there were not any extensions made to the tracks of this railway.

They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings, etc., of $6,011.86.

Port Arthur Civic Railway.

This company report that during the year ending 31st December, 1922, they did not make any extensions to track.

They also report that during the same period they made an expenditure under the heading of rolling stock, buildings, machinery, etc., of approximately $6,000 in connection with conversion of cars for one-man operation.

Sarnia Street Railway Company, Limited.

During the year 31st December, 1921, to 31st December, 1922, this company report that they did not make any extensions to track.

They also report during the same period a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $5,842.50.

St. Thomas Municipal Street Railway.

This company report that during the year ending 31st December, 1922, they did not make any extensions to track.

They also report that during the same period, they did not make any expenditure on track improvements, rolling stock, buildings, etc., except for repairs.

Sudbury, Copper Cliff Suburban Electric Railway.

It is reported by this company that during the year ending 31st December, 1922, they did not make any track extensions.

They also report that they did not make any expenditure on track improvements, overhead structure, buildings, machinery, etc.

Temiskaming and Northern Ontario Railway.

It is reported that during the year ending 31st December, 1922, this railway made extensions to track of forty-two miles, at a cost of $1,556,296.87.

It is also reported during the same period that a total expenditure was made on track improvements, overhead structure, rolling stock, machinery, etc., of $70,718.65.

The Thurlow Railway Company.

During the year ending 31st December, 1922, it is reported that there were not any extensions made to track. It is also reported that during the same period, there was not any expenditure made on track improvements, overhead structure, rolling stock, buildings, etc.

The Toronto Transportation Commission.

It is reported that during the year ending 31st December, 1922, there was an extension made to the railway track of 29.308 single track miles, at a cost of $2,433,561.91.

It is also reported that during the same period there was a total expenditure made on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $10,909,265.49.

The Toronto and York Radial Railway.

It is reported by the Hydro-Electric Power Commission of Ontario, that during the year December 31st, 1921, to December 31st, 1922, the above railway made an extension to track of 1.751 miles.

It is also reported by them that the above railway during the year December 31st, 1921, to December 31st, 1922, made a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of $211,575.00.

The Waterloo-Wellington Railway Company.

During the year 31st December, 1921, to 31st December, 1922, it is reported that this railway did not make any extensions to track. It is also reported that they did not make any expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

ELECTRIC, STEAM AND INCLINE RAILWAYS UNDER PROVINCIAL JURISDICTION, YEAR ENDING 31st DECEMBER, 1922.

No.	Name of Railway	Length of road first main track	Length of road second main track	Total main track	Length of sidings and turnouts	Total computed as single track	Length under construction	No. Power Houses		Remarks
								Steam	Water	
*1	Buffalo & Fort Erie Ferry & Railway Company	2.84	.....	2.84	.89	3.73	.....	.....	.....	.....
2	Cornwall Street Railway, Light & Power Co., Ltd.	4.	.....	4.	2.5	6.5	.....	.....	1	.....
3	Fort William Municipal Ry.	4.3	4.3	8.6	10.5	19.1	.....	.....	1	Power purchased from Kaministiquia Power Company.
†4	Guelph Radial	8.49	.....	8.49	1.56	10.05	.....	.....	.....	Power purchased from Hydro-Elec. Commission of Ontario.
5	Hamilton Street	17.4	16.3	33.7	.....	33.7	.....	.....	.....	Power purchased from Hamilton Cataract Power, Light & Traction Co., Ltd.
6	Hamilton and Dundas	5.85	.20	6.05	1.60	7.65	.....	.....	.....	Power purchased from Hamilton Cataract Power, Light & Traction Co., Ltd.
7	Hamilton, Grimsby & Beamsville Electric	22.6	.....	22.6	3.6	26.2	.....	.....	.....	Power purchased from Hamilton Cataract Power, Light & Traction Co., Ltd. (two sub-stations).
†8	Hydro-Electric Radial, Essex Division (S.W. & A. Ry.)	34.749	7.606	42.355	4.668	47.023	.....	.....	.....	Power purchased from Hydro-Electric Power Commission of Ontario.
*9	Hamilton & Barton (Incline)	.12	.....	.12	.....	.24	.....	.....	.....	.....
10	Hamilton & Mountain Park Co., Ltd. (Incline)	.13	.....	.13	.....	.26	.....	.....	1	Power purchased from Hydro-Electric Power Commission of Ontario.
*11	Huntsville and Lake of Bays	1.45	.....	1.45	.31	1.76	.....	.....	.....	.....
12	International (Niagara Falls Park and River Division)	11.914	11.202	23.116	1.359	24.475	.....	.....	1	.....
13	International Transit	3.80	1.17	4.97	.09	5.06	.....	.....	.....	Power purchased from Great Lakes Power Co., Ltd.
14	Kingston, Portsmouth & Cataraqui Electric	6.	2.	8.	.....	8.	.....	.....	.....	Power purch'd from City of Kingston.
15	Kitchener & Waterloo Street	4.43	2.10	6.53	.38	6.91	.....	1	.....	Power purchased from Hydro-Electric Power Commission of Ontario.
*16	Lake Huron & Northern Ont.	15.	.....	15.	1.5	16.5	.....	.....	.....	.....
17	London Street	27.48	7.64	35.12	.98	36.10	.....	.....	.....	Power purchased from Hydro-Electric Power Commission of Ontario.
*18	Midland Simcoe	.....	.....	.....	5.	5.	.....	.....	.....	.....

ELECTRIC, STEAM AND INCLINE RAILWAYS UNDER PROVINCIAL JURISDICTION, YEAR ENDING 31ST DECEMBER, 1922—*Contd.*

No.	Name of Railway	Length of road first main track	Length of road second main track	Total main track	Length of sidings and turnouts	Total computed as single track	Length under construction	No. Power Houses		Remarks
								Steam	Water	
*19	Mount McKay & Kakabeka Falls	5.	.....	5.	1.5	6.5	.....	.....	.....	.....
†20	Peterborough Radial	7.64	.....	7.64	.96	8.60	.....	.....	.....	Power purchased from Hydro-Electric Power Commission of Ontario.
21	Port Arthur Municipal	12.43	6.10	18.53	1.04	19.57	.....	.....	2	Power purchased from Port Arthur.
22	Sarnia Street Railway Co., Ltd.	8.25	.....	8.25	1.	9.25	.....	.....	1	Power purchased from Sarnia Hydro-Electric System.
23	St. Thomas Street (Municipal)	6.	.....	6.	.28	6.28	.....	.....	.....	Power purchased from Hydro-Electric Power Commission of Ontario.
24	Sudbury, Copper Cliff Suburban Electric	7.9	.....	7.9	.13	8.03	.....	.....	.....	Power purchased from Wahnapitae Power Co., Ltd.
‡25	Temiskaming and Northern Ontario	328.5	1.7	330.2	122.17	452.37	70	.....	.....	.....
*26	Thurlow Railway	2.671	.....	2.671	2.766	5.437	.....	.....	.....	.....
27	Toronto Transportation Commission	93.485	87.350	180.835	24.253	205.088	.....	.....	.....	Power purchased from Toronto H.E. Com. and Hydro-Electric Com. of Ontario.
†28	Toronto and York Radial	66.961	.....	66.961	14.291	81.252	.....	6	.....	Power purchased from Toronto Power Co. and Toronto Transportation Commission.
29	Waterloo-Wellington	2.8	.....	2.8	.2	3.	.....	.....	.....	Power purchased from Kitchener Light Commission.
	Total	712.190	147.668	859.858	203.527	1,063.635	70	7	7	

*Steam railways. † Operated by Hydro-Electric Power Commission of Ontario. ‡ Operated by Temiskaming and Northern Ontario Commission.

FORM THAT MAY BE USED IN CONNECTION WITH THE EXAMINATION OF MOTORMEN.

Name of City or Town.

.....192 .

Name of Railway.

This is to certify that, acting under The Ontario Railway Act, 1914, R.S.O., chapter 185, section 263, I have fully examined the.....who is.....years of age and.....feet.....inches high, weighs..... lbs., complexion....., as to his fitness as a motorman, that the said..... .....is of steady habits, and is in physical ability, intelligence and general knowledge of, and experience in, this work qualified to act as motorman on any electric motor car of said Company.

I have been duly appointed an examiner under the said Act, my appointment being dated .....

Name.....
Examiner.

FORM.

COPY OF FORM TO BE USED BY COMPANIES IN REPORTING ACCIDENTS.

Accidents: Regulations Under and in Pursuance of Sections 274 and 279 of "The Ontario Railway Act, 1914." R.S.O., Chapter 185.

Accidents.—Every company upon the happening of an accident shall give to the Ontario Railway and Municipal Board notice thereof in writing by delivering the same at the office of the Board in the City of Toronto or by mailing it, postage prepaid, in a registered letter addressed to the Board.

Such notice shall contain a statement signed by a duly authorized officer of such company, setting forth the information and particulars hereinafter mentioned.

Such statement shall be divided into paragraphs, each of which shall include and refer to one (or one group) only of the numbered particulars hereinafter mentioned, and the paragraph referring to each respective numbered particular shall bear the number corresponding to the number hereinafter given for each such particular.

The numbers of paragraphs and the particulars to which each shall refer as aforesaid, are as follows:—

1. Name or names of company or companies concerned in accident.
2. Numbers of train, engine, car or motor.
3. Date and time of accident.
4. Nature of accident.
5. Exact location.
6. Name in full, address and legal addition of each person injured or killed.
7. Age.
8. Married or single.
9. Passenger, employee or other.
10. If employee, length and nature of service with dates and periods of different occupations (if more than one).
11. If employee, character, experience, skill and fitness with respect to occupation at time of accident.
12. How engaged at time of accident, and how long on duty.
13. Cause of accident, how same occurred, with full particulars and details, and diagram if required.
14. Persons in charge, with full names, addresses and the particulars referred to in paragraphs 10, 11 and 12.
15. Result to person and particulars of injury.
16. Result to property, including amount of damage.
17. Names and addresses of all persons present at, or eye-witnesses of, the accident.
18. What investigation (if any), and result of same.
19. Verdict (if any).

The Board reserves the right to require such further and other details, particulars, maps, plans, profiles, documents, models and information or illustration of any kind as the nature of the accident and a full understanding thereof may suggest or require.

In pursuance of sections 274 and 279 of said Act, the Board declares that all such information so given in pursuance of this regulation shall be privileged.

Signature of Officer.

N.B.—Give name of officer who fills out this report.

REGULATION AS TO HEIGHT OF CAR STEPS.

Under and in pursuance of a certain order of the Board bearing date the 2nd day of June, A.D. 1909, The Ontario Railway and Municipal Board made the following regulations:

The steps on all cars hereafter constructed and used by The Toronto Railway Company and all other street and electric railways under the jurisdiction of this Board shall have steps conforming to the following regulations:

On closed single truck cars the height of the first step above the ground shall not be less than twelve nor more than fifteen inches.

On closed double truck cars the height of the first step above the ground shall not be less than fourteen nor more than sixteen inches.

On open single truck cars the height of the first step above the ground shall be not less than twelve nor more than fifteen inches, and the distance between the first and second steps and the second step and the floor of the car shall measure twelve inches and nine inches respectively.

On open double truck cars, the height of the first step above the ground shall be not less than fourteen nor more than sixteen inches, and the distance between the first and second steps and the second step and the floor of the car shall measure twelve inches and fourteen inches respectively.

REGULATION RE DRINKING WATER ON PASSENGER CARS.

Every Electric Railway Company in Ontario, subject to the jurisdiction of the Board, shall provide in each passenger car which runs 20 miles or more, a suitable receptacle for water with a cup or drinking utensil attached upon or near such receptacle, and shall keep such receptacle, while the car is in use, constantly supplied with cool drinking water for the use of passengers and the conductor and motorman in charge of such car.

This regulation shall not apply to street railways in towns or cities.

Dated at Toronto this 24th day of June, 1909.

(Sgd.) James Leitch,
Chairman.
(Sgd.) A. B. Ingram,
Vice-Chairman.
(Sgd.) H. N. Kittson,
Commissioner.

TORONTO, 1922.

Summary by months of all accidents occurring on Street Railway Lines within Toronto City Limits under the jurisdiction of this Board.

January 1st to December 31st, 1922.

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	Nil	1	1	Nil	1	2	1	Nil	Nil	Nil	Nil	Nil	6
Collisions with autos	296	229	214	249	217	220	205	138	307	326	370	275	3,046
Collisions with motorcycles and bicycles	Nil	6	12	10	11	11	12	11	11	5	7	3	99
Collisions with wagons	34	14	23	9	13	13	13	10	20	17	20	19	205
Boarding cars	15	16	17	19	22	14	12	10	14	13	16	13	181
Alighting from cars	28	19	43	23	28	20	25	14	36	37	50	33	356
Derailment of cars	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2
Miscellaneous	25	12	24	19	22	16	18	18	25	18	34	26	257
Total, all accidents	398	299	334	329	314	296	286	201	413	416	497	369	4,152
Personal injuries, all degrees:													
To passengers	29	24	31	27	20	27	21	12	30	17	50	40	328
To others	12	5	18	18	17	14	14	14	23	15	24	7	181
Total	41	29	49	45	37	41	35	26	53	32	74	47	509
Fatal accidents:													
To passengers	Nil	Nil	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1
To others	1	Nil	Nil	Nil	1	3	1	1	2	1	4	Nil	14
Total	1	Nil	Nil	Nil	2	3	1	1	2	1	4	Nil	15

HAMILTON, 1922.

Accidents on Hamilton Street Railway, Hamilton and Dundas Street Railway, and Hamilton, Grimsby and Beamsville Electric Railway lines within Hamilton City Limits and under the jurisdiction of this Board.

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	1
Collisions with autos	29	24	22	26	34	43	41	24	46	25	38	45	397
Collisions with motorcycles and bicycles	1	Nil	Nil	1	Nil	Nil	1	2	2	Nil	1	Nil	8
Collisions with wagons	4	1	3	2	1	Nil	2	2	8	3	2	3	31
Boarding cars	Nil	3	1	Nil	1	1	1	Nil	Nil	Nil	Nil	1	8
Alighting from cars	Nil	Nil	4	Nil	1	2	Nil	2	5	3	2	3	22
Derailment of cars	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Miscellaneous	1	1	Nil	Nil	Nil	1	1	1	2	Nil	1	2	10
Total, all accidents	35	29	30	29	37	47	46	31	63	31	45	54	477
Personal injuries, all degrees:													
To passengers	Nil	4	4	Nil	2	3	2	2	4	3	2	4	30
To others	Nil	Nil	1	2	Nil	1	Nil	6	3	Nil	2	3	18
Total	Nil	4	5	2	2	4	2	8	7	3	4	7	48
Fatal accidents:													
To passengers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
To others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

LONDON, 1922.

Accidents on London Street Railway only.

Nature of Accident	January	February	March	April	May	June	July	August	September	October	November	December	Total
Collisions with cars	Nil	1	Nil	Nil	Nil	1	Nil	Nil	Nil	1	Nil	Nil	3
Collisions with autos	24	23	13	15	14	12	28	8	41	42	33	76	329
Collisions with motorcycles and bicycles	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	1	Nil	Nil	2
Collisions with wagons	7	4	2	1	2	Nil	2	Nil	4	5	3	3	33
Boarding cars	Nil	3	1	1	1	Nil	3	Nil	Nil	Nil	Nil	1	10
Alighting from cars	2	3	1	3	4	3	12	Nil	12	5	9	2	56
Derailment of cars	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1	Nil	1	Nil	Nil	2
Miscellaneous	3	2	8	3	3	7	6	Nil	2	6	3	2	45
Total, all accidents	36	36	25	23	24	23	51	9	60	61	48	84	480
Personal injuries, all degrees:													
To passengers	3	6	3	2	3	5	9	Nil	3	4	3	1	42
To others	3	2	5	1	2	2	1	Nil	2	7	3	1	29
Total	6	8	8	3	5	7	10	Nil	5	11	6	2	71
Fatal accidents:													
To passengers	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
To others	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

INDEX TO RAILWAY LEGISLATION.

List No. 2.

The following index has been made with the object of continuing in chronological order all the legislation passed by both the Dominion and the Provincial Governments since 1867, affecting railways situated wholly or partially within the Province of Ontario.

"List No. 2" was consolidated in our Ninth Annual Report, pages 272 to 354, inclusive, and is continued on page 212 of the Fourteenth Annual Report (1919); also in Fifteenth Annual Report (1920), page 210; and in the following list up to and inclusive of 1922.

	Cap.	Year
CANADIAN PACIFIC RAILWAY COMPANY:		
Dominion Statute	56	1921
Act respecting.		
CANADIAN TRANSIT COMPANY:		
Dominion Statute	57	1921
Act to incorporate.		
Dominion Statute	56	1922
Act respecting.		
CENTRAL RAILWAY COMPANY OF CANADA:		
Dominion Statute	58	1921
Act respecting.		
ESSEX TERMINAL RAILWAY COMPANY:		
Dominion Statute	60	1921
Act respecting.		
FECUNIS, LIMITED:		
Ontario Statute	137	1921
(Section 8, Tramways.)		
Act to incorporate.		
FORT WILLIAM RAILWAY:		
Ontario Statute	119	1921
See Act respecting the Cities of Port Arthur and Fort William.		
GRAND TRUNK RAILWAY:		
Dominion Statute	9	1921
Act respecting arbitration.		
Ontario Statute	110	1921
See Act respecting Town of Midland.		
GUELPH RADIAL RAILWAY:		
Ontario Statute	105	1921
Railway fares; *see* Act respecting City of Guelph.		
Ontario Statute	22	1921
See An Act to confirm certain agreement between the Hydro-Electric Power Commission of Ontario and the Corporation of the City of Guelph.		
INTERNATIONAL AND JAMES BAY RAILWAY COMPANY:		
Dominion Statute	59	1922
Act respecting.		
LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY:		
Ontario Statute	131	1921
Act respecting.		
LONDON AND LAKE ERIE RAILWAY AND TRANSPORTATION COMPANY:		
Dominion Statute	63	1921
Act respecting.		

	Cap.	Year
LONDON AND PORT STANLEY RAILWAY:		
Ontario Statute	109	1921
See Act respecting City of London, Section 5, Locomotive, etc.		
LONDON STREET RAILWAY COMPANY:		
Ontario Statute	141	1922
An Act respecting.		
MOUNT MCKAY AND KAKABEKA FALLS RAILWAY COMPANY:		
Ontario Statute	142	1922
Act respecting.		
NIAGARA PENINSULA BRIDGE COMPANY:		
Dominion Statute	88	1882
An Act to incorporate.		
NIAGARA RIVER BRIDGE COMPANY:		
Dominion Statute	63	1922
Act respecting. (*See* the Niagara Peninsula Bridge Company, Chap. 88, 1882.)		
NORTHERN LIGHT RAILWAYS COMPANY:		
Ontario Statute	132	1921
Act respecting.		
OSHAWA RAILWAY COMPANY:		
Dominion Statute	68	1921
Act respecting.		
OTTAWA, NORTHERN AND WESTERN RAILWAY COMPANY:		
Dominion Statute	69	1921
Act respecting.		
OTTAWA STREET INCLINE RAILWAY COMPANY OF HAMILTON:		
Ontario Statute	143	1922
Act to incorporate.		
PORT ARTHUR MUNICIPAL RAILWAY:		
Ontario Statute	119	1921
See Act respecting the Cities of Port Arthur and Fort William.		
SANDWICH, WINDSOR & AMHERSTBURG RAILWAY COMPANY:		
Ontario Statute	144	1922
Act respecting.		
SCHOMBERG AND AURORA RAILWAY COMPANY:		
Ontario Statute	24	1921
See An Act to authorize the purchase and operation of certain radial railways by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto.		
THOUSAND ISLANDS RAILWAY COMPANY:		
Dominion Statute	72	1921
Act respecting.		
TORONTO TRANSPORTATION COMMISSION:		
Ontario Statute	133	1922
An Act respecting the City of Toronto.		
Ontario Statute	139	1922
An Act respecting Township of York.		
TORONTO AND YORK RADIAL RAILWAY:		
Ontario Statute	23	1921
See Act respecting the purchase by the City of Toronto of the assets of certain companies.		
TORONTO AND YORK RADIAL RAILWAY:		
Ontario Statute	24	1921
See Act to authorize the purchase and operation of certain radial railways by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto.		

	Cap.	Year
TORONTO SUBURBAN RAILWAY COMPANY:		
Ontario Statute	35	1922
An Act to authorize the purchase and operation of the Toronto Suburban Railway Company by the Hydro-Electric Power Commission of Ontario on behalf of the City of Toronto.		
WATERLOO-WELLINGTON RAILWAY COMPANY:		
Ontario Statute	145	1922
Re railway fares, etc.		

TABLES A, B, C AND D.

The following tables, A, B, C and D, have been compiled for the purpose of showing the various subsidies voted from July 1st, 1867, by the Province of Ontario to Railways constructed wholly or partly within the Province.

Table A sets forth the subsidies voted by the Province of Ontario to the various Railways therein mentioned. These subsidies, however, have not all been paid in cash. In some cases the Railways have received the whole amount in cash, others have received the whole amount in certificates of the Province of Ontario, bearing interest at the rate of 3½ per cent. per annum while others have received payment partly in cash and partly in certificates of Ontario with interest at 3½ per cent.

Table B shows what cash the Railways have received, the amounts which the Province has paid in respect of the certificates, and the amount of outstanding certificates. The amounts set forth in the total column in Table B represent the amounts paid to Railway Companies respectively, together with the amount of the unredeemed certificates issued to such Railways. The difference between the gross sum of the subsidies voted and the total amount paid by the Government to Railways and the unpaid liability due by the Government in respect of such subsidies is made up of the interest at the rate of 3½ per cent. for the term of years over which the payment of the Government is distributed.

Table C is a statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Table D is a statement showing the total amount charged to Capital Account of Railway to October 31st, 1922.

NOTE.—These following statements are taken from the Public Accounts for the year ending 31st October, 1922.

TABLE A.

AID TO RAILWAYS FROM CONFEDERATION TO OCTOBER 31ST, 1922.

Name of Railway.	Miles.	Rate.	Subsidy Voted.
		$ c.	$ c.
Algoma Eastern	53.	5,000 00	265,000 00
Algoma Central & Hudson Bay Railway	99.81	2,000 00	199,620 00
Bay of Quinte	28.45	3,000 00	85,350 00
Belleville and North Hastings	22.	3,000 00	66,000 00
Brantford, Norfolk & Port Burwell	33.27	2,000 00	66,540 00
Bruce Mines & Algoma	17.	3,000 00	51,000 00
Canada Central	20.029	2,650 00	53,000 00
" "	20.	2,650 00	53,000 00
" "	7.531	2,650 00	19,957 15
Canada Southern	62.901	2,000 00	125,802 00
Central Counties	31.	2,000 00	62,000 00
" "	7.	1,200 00	8,400 00
Central Ontario	50.500	3,000 00	151,500 00
Cobourg, Peterborough & Marmora	9.37	2,000 00	18,740 00
Credit Valley	153.061	3,000 00	459,183 00
Canada Atlantic	65.72	4,000 00	262,880 00
Erie & Huron	40.556	2,000 00	81,112 00
Grand Trunk, Georgian Bay & Lake Erie	79.3	2,000 00	158,600 00
Grand Junction	45.86	3,000 00	137,580 00
" "	20.	2,000 00	40,000 00
G.T.R. Assignee of Magnetawan River Railway	1.86	cash	10,000 00
Grand Trunk Pacific	188.16	2,000 00	376,320 00
Hamilton and North Western	95.464	2,500 00	238,660 00
" " "	48.052	3,000 00	144,156 00
Hamilton & Lake Erie	33.48	2,000 00	66,960 00
Huntsville & Lake of Bays	1.50	cash	10,000 00
Irondale, Bancroft & Ottawa	44.77	3,000 00	134,310 00
James Bay	3.70	4,000 00	14,800 00
Kingston & Pembroke	20.	2,000 00	40,000 00
" "	15.	2,650 00	39,750 00
" "	11.58	3,250 00	37,635 00
" "	13.74	7,000 00	96,180 00
" "	28.42	8,000 00	237,360 00
Lake Simcoe Junction	26.50	2,000 00	53,000 00
Lindsay, Bobcaygeon & Pontypool	17.53	3,000 00	52,590 00
London, Huron & Bruce	69.146	2,000 00	138,292 00
Montreal & Ottawa	50.	2,000 00	100,000 00
Midland	20.40	2,000 00	40,800 00
"	19 60	2,250 00	44,100 00
"	14.53	4,000 00	58,120 00
North Simcoe	33.343	2,500 00	83,357 50
Northern Extension	42.72	2,000 00	85,440 00
" "	27.68	4,000 00	110,720 00
Ontario & Rainy River	268.20	4,000 00	1,072,800 00
Ontario, Belmont & Northern	9.57	2,000 00	19,140 00
Ottawa, Arnprior & Parry Sound	149.43	3,000 00	448,290 00
Pembroke Southern	18.50	3,000 00	55,500 00
Prince Arthur's Landing	5.995	2,000 00	11,990 00
Prince Edward County	32.	2,500 00	80,000 00
Port Dover & Lake Huron	63.	2,000 00	126,000 00
Port Arthur, Duluth & Western	80.	3,000 00	240,000 00
Parry Sound Colonization	47.75	3,000 00	143,250 00
Stratford & Lake Huron	27.5	2,000 00	55,000 00
Toronto, Grey & Bruce	73.52	3,000 00	220,560 00
" "	77.62	2,000 00	155,240 00
Toronto & Nipissing	33.439	2,000 00	66,878 00
" "	12.778	3,000 00	38,334 00
Tillsonburg, Lake Erie & Pacific	19.108	2,000 00	38,216 00
Thessalon & Northern	1.929	cash	5,000 00
Victoria	33.442	4,000 00	133,768 00
"	22.310	8,000 00	178,480 00
Wellington, Grey & Bruce	120.638	2,000 00	241,276 00
Whitby, Port Perry & Lindsay	45.745	2,000 00	91,490 00
Ottawa & New York (International Bridge)	.....	certificates	35,000 00
Dominion Bridge Co. (Interprovincial Bridge)	.....	certificates	50,000 00
Totals	2,836.007	.....	8,084,026 65

TABLE B.

AID TO RAILWAYS UP TO 31ST OCTOBER, 1922 FROM CONFEDERATION.

Name of Railway	Miles	Cash payments	Certificates paid	Certificates outstanding	Total
		$ c.	$ c.	$ c.	$ c.
Algoma Eastern Railway	53.000	265,000 00	.....	.....	265,000 00
Algoma Central & Hudson's Bay Railway	99.810	199,620 00	.....	.....	199,620 00
Belleville and North Hastings	22.000	.....	114,206 40	.....	114,206 44
Brantford, Norfolk and Port Burwell	33.270	.....	129,353 60	.....	129,353 60
Bruce Mines and Algoma	17.000	1,920 00	46,107 43	45,458 17	93,485 60
Bay of Quinte	28.450	.....	73,643.32	85,585 48	159,228 80
Canada Central	47.560	125,957 15	.....	.....	125,957 15
Canada Southern	62.901	.....	244,559 20	.....	244,559 20
Central Counties	38.000	68,747 26	.....	.....	68,747 26
Central Ontario	50.500	73,500 00	72,269 54	73,248 86	219,018 40
Cobourg, Peterborough and Marmora	9.370	18,740 00	.....	.....	18,740 00
Credit Valley	153.061	18,702 00	788,648 85	.....	807,350 85
Canada Atlantic	65.720	.....	454,887 60	.....	454,887 60
Erie and Huron	40.556	1,634 47	122,200 40	.....	123,834 87
Grand Trunk, Georgian Bay and Lake Erie	79.300	1,580 00	229,966 00	.....	231,446 00
Grand Junction	65.860	40,000 00	238,067 60	.....	278,067 60
Grand Trunk Railway as Assignee of Magnetawan Railway	1.860	10,000 00	.....	.....	10,000 00
Grand Trunk Pacific	188.160	.....	239,559 98	462,530 42	702,090 40
Hamilton and North-Western	143.516	.....	727,697 20	.....	727,697 20
Hamilton and Lake Erie	33.480	66,960 00	.....	.....	66,960 00
Huntsville and Lake of Bays	1.500	10,000 00	.....	.....	10,000 00
Irondale, Bancroft and Ottawa	44.770	.....	163,047 12	87,522 48	250,569 60
James Bay Railway	3.700	.....	13,806 00	13,806 00	27,612 00
Kingston and Pembroke	88.740	213,522 50	393,423 20	.....	606,945 70

Lindsay, Bobcaygeon and Pontypool	17.530	.....	44,151 48	53,962 92	98,114 00
Lake Simcoe Junction Railway	26.500	53,000 00	.....	.....	53,000 00
London, Huron and Bruce	69.146	.....	268,839 60	.....	268,839 60
Montreal and Ottawa	50.000	.....	114,734 40	71,825 60	186,560 00
Midland Railway	54.530	66,227 50	149,284 40	.....	215,511 90
North Simcoe Railway	33.343	.....	144,241 60	.....	144,241 60
Northern Extension Railway	70.400	196,188 00	.....	.....	196,188 00
Ontario and Rainy River (Canadian Northern)	268.200	.....	1,063,504 10	937,911 90	2,001,416 00
Ontario, Belmont and Northern	9.570	.....	23,221 64	12,503 96	35,725 60
Ottawa, Arnprior and Parry Sound	149.430	.....	551,881 48	265,810 52	817,692 00
Pembroke Southern	18.500	.....	62,124 48	41,416 32	103,540 80
Prince Arthur's Landing	5.995	.....	20,747 20	.....	20,747 20
Prince Edward County	32.000	.....	155,520 00	.....	155,520 00
Port Dover and Lake Huron	63.000	126,000 00	.....	.....	126,000 00
Port Arthur, Duluth and Western (Canadian Northern)	80.000	15,571 54	350,499 60	97,244 40	463,315 54
Parry Sound Colonization	47.750	.....	192,442 47	74,804 73	267,247 20
Stratford and Lake Huron	27.500	55,000 00	.....	.....	55,000 00
Toronto, Grey and Bruce	151.140	285,182 00	176,182 40	.....	461,364 40
Toronto and Nipissing	46.217	105,212 00	.....	.....	105,212 00
Tillsonburg, Lake Erie and Pacific	19.108	.....	46,320 29	24,974 91	71,295 20
Thessalon and Northern	1.929	5,000 00	.....	.....	5,000 00
Victoria	55.752	33,442 00	503,875 20	.....	537,317 20
Wellington, Grey and Bruce	120.638	241,276 00	.....	.....	241,276 00
Whitby, Port Perry and Lindsay	45.745	40,000 00	89,790 40	.....	129,790 40
Ottawa and New York (International Bridge)	.....	.....	35,913 68	29,383 92	65,297 60
Dominion Bridge Co. (Interprovincial Bridge)	.....	.....	50,140 15	43,143 85	93,284 00
Totals	2,836.007	2,337,982 42	8,094,758 01	2,421,134 44	12,853,874 87

NOTE.—Present value of Railway Certificates outstanding, October 31st, 1922, $1,789,568.90.

TABLE C.

No. 8.

Statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Year.	Railway Aid Certificates.	Annuities.	Year.	Railway Aid Certificates.	Annuities.
	$ c.	$ c.		$ c.	$ c.
			Forward.....	1,734,305 42	769,950 00
			1936.....	105,090 01	16,700 00
			1937.....	94,459 80	9,200 00
			1938.....	90,961 80	2,850 00
1922.....	.....	51,450 00	1939.....	86,122 35	.....
1923.....	139,112 54	102,900 00	1940.....	82,239 02	.....
1924.....	139,112 54	96,200 00	1941.....	67,943 75	.....
1925.....	139,112 54	82,500 00	1942.....	31,818 40	.....
1926.....	139,112 54	69,350 00	1943.....	24,920 51	.....
1927.....	139,112 54	56,950 00	1944.....	22,695 08	.....
1928.....	139,112 54	50,700 00	1945.....	18,251 86	.....
1929.....	139,112 54	50,700 00	1946.....	18,251 86	.....
1930.....	138,412 94	50,700 00	1947.....	18,251 86	.....
1931.....	134,914 94	43,700 00	1948.....	18,251 86	.....
1932.....	127,918 94	32,700 00	1949.....	6,871 26	.....
1933.....	125,120 54	28,700 00	1950.....	699 60	.....
1934.....	123,021 74	28,700 00			
1935.....	111,128 54	24,700 00			
Forward.....	1,734,305 42	769,950 00	TOTALS....	2,421,134 44	798,700 00

NOTE.—Present value of Railway certificates, October 31st, 1922 (interest 1¾ per cent. half yearly)..... $1,789,568 90

Present value of Annuities, October 31st, 1922 (interest 1¾ per cent. half yearly)..... 670,787 68

TABLE D.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY.

EXPENDITURE TO OCTOBER 31ST, 1922.

Amount charged to Capital Account to October 31st, 1921.	
See Public Accounts, 1921—Statement No. 7	$23,599,492 20
Advances by Government during Fiscal Year, ending October 31st, 1922	2,054,182 82
Total charged to Capital Account of Railway to October 31st, 1922	$25,653,675 02

THE FOLLOWING IS A SYNOPSIS OF 1922 CAMPAIGN OF ONTARIO SAFETY LEAGUE.

In 1922, the League carried on a large correspondence with manufacturers, motorists, street-car men and others, asking co-operation in prevention of accidents and fires.

Our moving pictures and lantern slides to which a number of new reels and slides had been added, were in constant circulation among the public, industrial workers and the schools.

Distributed bulletins and other safety literature in over 600 towns, villages and cities in Ontario.

Placed safety signs in street cars and elsewhere.

Conducted Essay Competition in the schools of Ontario.

Conducted Drawing Contest in the schools of Ontario.

Through the co-operation of the Hamilton Chamber of Commerce, staged Safety Entertainments in Toronto, Hamilton and Brantford.

Took part in a two-day Joint Safety Convention held in April, at which important papers were read and discussed by representatives of industry from Ontario, Quebec, Nova Scotia and Manitoba.

Held Safety Show at Canadian National Exhibition.

Distributed the following literature:—

130,000	School Bulletins.
91,800	Industrial Bulletins.
80,000	Special Bulletins.
30,000	Traffic Bulletins.
10,000	Pay Envelope Slips.
31,500	Circulars and Circular Letters.
23,000	Special Leaflets, Reports, etc., etc.
5,085	Calendars.
33,000	Motorists Cards.
10,300	Electrical Railway Posters and Cards.
313,000	Gummed Seals.
16,000	Safety Buttons.
260,000	Letters to Motorists.

Distributed:—

$320.00 in Cash Prizes in Cartoon Contest.

$200.00 in Cash Prizes in Essay Contest.

ONTARIO SAFETY LEAGUE,
189 Church Street, Toronto

ANNUAL REPORT OF THE

BUFFALO AND FORT ERIE FERRY AND RAILWAY COMPANY.

For the Year Ending December 31st, 1922.

General Information.

Name of Municipality or Municipalities in which railway operates—Township of Bertie and Village of Fort Erie, Welland County.
Name of Company—Buffalo and Fort Erie Ferry and Railway Company.
Date of Incorporation—1916 by Bill No. 56, Parliament of Ontario.
Dates of Subsequent Legislation—None.
Date of Expiry of Franchise—50 years.
Amount paid to Municipality per year per mile of track—None.
Further amounts, if any, paid to Municipality by way of percentage earnings % on $—None.
Total amount paid Municipality during year for franchise—None.
Appraised value of Plant and Tracks for purposes of Taxation.
Total Taxes paid during year to Municipality—$266.40.
Amount of Aid received from Municipality, if any—None.
Power consumed per car mile in kilowatt hours—None, (steam equipment.)
Cost per horse power for motive power used in operating plant—No records.
Cost of power per kilowatt per hour—None, (steam).
Cost of power per car mile—No records.
Average speed of cars—No records.
State if power is purchased or generated by Company—Steam by company.
State if power is generated by steam or water power—Steam.
Give number of power houses—None.

General Exhibit:		
Gross earnings from operation		$12,942 51
Operating expenses		19,612 75
Net earnings from operation		
Miscellaneous income:		
Total miscellaneous income		
Gross income above operating expenses		
Charges upon income accrued during the year:		
Interest on funded debt	.....	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal	$266 40	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		.....
Net divisible income		.....
Dividends declared.....per cent. on $	.....	
.....per cent. on	.....	
Total dividends declared	.....	
Deficit for the year ending December 31st, 1922		$3,240 59
Amount of surplus or deficit, December 31st, 1921		
Credits to profit and loss account during the year	.....	
Total credits	.....	
Debits to profit and loss account during the year	.....	
Total debits	.....	
Net amount credited to profit and loss		
Total surplus or deficit, December 31st, 1922		

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$12,942 51
" carriage of mails	.....
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	.....
" interest on deposits	.....
Other earnings from operation	.....
Gross earnings from operation	$12,942 51
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	.....
General office expenses and supplies	.....
Legal expenses	.....
Insurance	.....
Switchings charge, if any	.....
Other general expenses	.....
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	.....
Repair of electric line construction	.....
Repair of buildings	.....
Maintenance of Equipment:	
Repair of cars	.....
Repair of electric equipment of cars	.....
Repair of miscellaneous equipment	.....
Provender and stabling	.....
Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	.....
Wages and compensation of persons employed in conducting transportation	.....
Removal of snow and ice	.....
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses	.....
Total operating expenses	.....

Property Accounts—Additions and Deductions During the Year.

Additions to Railway:	
Extension of track (length.....feet)	.....
New electric line construction (length.....feet)	.....
Other additions to railway	.....
Total additions to railway	.....
Additions to Equipment:	
Additional cars (.....in number)	.....
Electric equipment of same	.....
Other additional rolling stock	.....
Other additions to equipment	.....
Total additions to equipment	.....
Additions to Land and Buildings:	
Additional land necessary for operation of railway	.....
New electric power stations, including machinery, etc	.....
Additional equipment of power stations	.....
Other new buildings necessary for operation of railway	.....
Total additions to land and buildings	.....

Additions to other Permanent Property:		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		

General Balance Sheet.

Assets:		
Cost of railway:		
Roadbed and tracks	$79,899 84	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		
Cost of equipment:		
Passenger cars and other rolling stock	$18,650 00	
Electric equipment of same		
Other items of equipment	1,750 00	
Total cost of equipment owned		$100,299 84
Cost of land and buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway		
Total cost of land and buildings owned		
Other permanent property:		
Total cost of other permanent property owned		
Total permanent investments		
Cash and current assets:		
Cash		
Bills and accounts receivable		
Sinking and other special funds		
Other cash and current assets		
Total cash and current assets		
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		
Total		
Liabilities:		
Capital stock, common		$100,000 00
Capital stock, preferred		
Total capital stock		$100,000 00
Funded debt		
Real estate mortgages		

Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	$1,490 80	
Depreciation reserve	2,049 63	
		$3,540 43
Total current liabilities		$103,540 43
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		
Sinking and other special funds:		
.....	.....	
Total sinking and other special funds		
Profit and loss balance—surplus		
Total		

Capital Stock—Real Estate Mortgages.

Capital Stock:		
Capital stock authorized by law, common	$100,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$100,000 00	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common	$100,000 00	
Capital stock issued and outstanding, preferred	.....	
Total capital stock outstanding	$100,000 00	
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$100,000 00

Number of shares issued and outstanding, common	1,000	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	1,000	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held		

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Totals				

Funded Debt—Sinking and Other Special Funds.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the yr.
Totals				

Sinking and Other Special Funds.

Amount, Dec. 31, 192...., of	fund		
of	fund		
Total, Dec. 31, 192....,			
Additions during the year to	fund		
to	fund		
Total, including additions			
Deductions during the year from	fund		
from	fund		
Total sinking and other special funds, Dec. 31, 192....,			

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	equipped with Electric heaters
Box passenger cars																
Open passenger cars																

MISCELLANEOUS EQUIPMENT.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line					
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M.	Tons	Cords	Tons			

DESCRIPTION OF ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		

Names of the several cities and towns in which the railways operated by the Company are located:

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With.....				
With.....				
With.....				
With.....				
No. junctions with other railways.....				
No. of overhead bridges.....				
No. of highway crossings.....				
Height of overhead bridges above rail level.....				
Radius of sharpest curve.....				
No. of feet per mile of heaviest gradient...				
Gauge of railway.....				
Width of devil strip.....				
Number of tracks at crossings.....				

Number of above crossings at which frogs are inserted in the tracks..... None

SUMMARY OF ACCIDENTS TO PROPERTY.
December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property.....						
Damage to property of Municipality.....						
Damage to private property.....						
Total.....						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers.....						
Employees.....						
Other persons.....						
Totals.....						

STATEMENT OF EACH ACCIDENT.

.....
.....
.....
.....

WAGES STREET RAILWAY CO.'S OR RADIAL RAILWAYS.

	No. Employed	Average No. of Hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature Winders					
Machinists and Mechanics					
Car Cleaners					
Average number of employees					
Watchmen					
Switchmen and Crossing tenders					

CORPORATE ORGANIZATION.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank V. E. Bardol, 402 D. S. Morgan Bldg., Buffalo, N.Y.
George T. Roberts, 402 D. S. Morgan Bldg., Buffalo, N.Y.
Roy M. Stanley, 1025 Marine Trust Co. Bldg., Buffalo, N.Y.

ANNUAL REPORT OF THE

CORNWALL STREET RAILWAY, LIGHT & POWER COMPANY, LIMITED.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Cornwall, Ont.
Name of Company: The Cornwall Street Railway, Light & Power Company, Limited.
Date of Incorporation: Letters Patent, 18th April, 1902.
Dates of subsequent legislation:.....
Date of Expiry of Franchise: 1st September, 1934.
Amount paid to Municipality per year per mile of track.....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings:
% on $.....
Total amount paid Municipality during year for franchise.....$.....
Appraised value of Plant and Tracks for purposes of Taxation.....
Total taxes paid during year to Municipality: $1,298.34.
Amount of aid received from Municipality, if any: None.
Power consumed per car mile in kilowatt hours: No meter.
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars: Passenger, 9 miles; Freight, 5 miles per hour.
State if power is purchased or generated by Company: Generated by Company.
State if power is generated by steam or water power: Water power.
Give number of power houses: One.

General Exhibit:

Gross earnings from operation	$65,939 34
Operating expenses	42,178 41
Net earnings from operation	$23,760 93

Miscellaneous income:			
Rental from farm		$83 52	
Total miscellaneous income			$83 52
Gross income above operating expenses			$23,844 45
Charges upon income accrued during the year:			
Interest on funded debt		.....	
Interest and discount on unfunded debts and loans		.....	
Taxes, Municipal	$1,298 34		
Taxes, Provincial	65 00		
Taxes, Commutation	.....		
	$1,363 34		
Rentals of leased railways	.....		
Annual charges	10 00		
		1,373 34	
Payments to sinking and other special funds	.....		
Other deductions from income:			
Loss on park operations for year	$7 83		
		7 83	
Total charges and deductions from income			1,381 17
Net divisible income			$22,463 28
Dividends declared: 6% on $100,000 for six years to 30th June. 1918. (See below*.)			
Total dividends declared			.....
Surplus for the year ending December 31, 1922			$22,463 28
Amount of surplus, December 31, 1921			26,816 84
Credits to profit and loss account during the year:			
Sundry interest		$512 72	
Total credits		$512 72	
Debits to profit and loss account during the year:			
*Arrears of dividends	$36,000 00		
Income tax, 1921	205 71		
Bad debts, special expense, etc	2,537 75		
Depreciation	10,000 00		
Total debits		48,743 46	
Net amount credited to profit and loss			$48,230 74
Total surplus, December 31, 1922			$1,049 38

Earnings and Expenses of Operation.

Earnings from Operation:		
Receipts from passengers carried		$30,785 45
" from carriage of mails		1,094 50
" from carriage of express and parcels		.....
" from carriage of freight		31,490 92
" from tolls for use of tracks by other comapnies		.....
" from rentals of buildings and other property		.....
" from advertising in cars		576 00
" from interest on deposits		.....
Other earnings from operation:		
Car checking, etc		1,992 47
Gross earnings from operation		$65,939 34
Expenses of Operation:		
General Expenses:		
Salaries of general officers and clerks and attendants		$3,264 92
General office expenses and supplies		493 58
Legal expenses		380 94
Insurance		2,678 57
Switching charges, if any		.....
Other general expenses: Auditing, Telephones, Advertising, etc		714 76

Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	$3,133 14
Repair of electric line construction	407 05
Repair of buildings	.....
Maintenance of Equipment:	
Repair of cars	4,296 02
Repair of electric equipment of cars	4,025 11
Repair of miscellaneous equipment	133 65
Provender and stabling	.....
Transportation expenses:	
Cost of electric motive power, $2,946.34; less power sold, $60.00; net	2,886 34
Wages and compensation of persons employed in conducting transportation	19,489 60
Removal of snow and ice	233 11
Damages for injuries to persons and property	38 97
Tolls for trackage over other railways	.....
Rentals of buildings and other property	2 00
Other transportation expenses: Special tickets	65
Total operating expenses	$42,178 41

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extensions of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		.....
Additions to equipment:		
Additional cars (..... in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment: New switchboard, etc.; new cable and power house equipment	$10,273 79	
Total additions to equipment		$10,273 79
Additions to land and buildings:		
Additional land necessary for operation of railway	$4,400 00	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		4,400 00
Additions to other permanent property:		
Purchase of farm	$20,000 00	
Total additions to other permanent property		20,000 00
Total additions to property accounts		$34,763 79
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$34,673 79

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....

Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$277,114 95
Cash and current assets:		
Cash	$2,441 91	
Bills and accounts receivable	1,735 58	
Sinking and other special funds	.....	
Other cash and current assets:		
Stores and unexpired insurance	847 33	
Bond discount	6,364 59	
Total cash and current assets		11,389 41
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and Loss balance—Deficit		.....
Total		$288,504 36
Liabilities:		
Capital stock, common		$100,000 00
Capital stock, preferred		100,000 00
Total capital stock		$200,000 00
Funded debt		65,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$1,647 93	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		1,647 93
Accrued liabilities:		
Interest accrued and not yet due	$997 26	
Taxes accrued and not yet due	32 50	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		1,029 76
Sinking and other special funds:		
Reserve for depreciation	$17,300 00	
Reserve for injuries and damages	2,477 29	
Total sinking and other special funds		19,777 29
Profit and loss balance—surplus		1,049 38
Total		$288,504 36

Capital Stock—Real Estate Mortgages

Capital Stock:		
Capital stock authorized by law, common	$100,000 00	
Capital stock authorized by law, preferred	100,000 00	
Total capital stock authorized by law	$200,000 00	
Capital stock authorized by votes of company, comomn	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$100,000 00
Capital stock issued and outstanding, preferred		100,000 00
Total capital stock outstanding		$200,000 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$200,000 00
Number of shares issued and outstanding, common	.....	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Totals				

Funded Debt—Sinking and Other Special Funds.

Funded Debt—Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest accrued during the year
First mortgage bonds	7%	Oct. 1, 1934	$65,000 00	$997 26
Totals			$65,000 00	$997 26

Sinking and Other Special Funds

Amount, December 31, 1921, of depreciation fund		$33,500 00
of injuries and damages fund		3,200 00
of Tickets fund		100 00
Total, December 31, 1921		$36,800 00
Additions during the year to depreciation fund	$10,000 00	
		10,000 00
Total, including additions		$46,800 00
Deductions during the year from depreciation fund	$26,200 00	
from injuries and damage fund	722 71	
from tickets fund	100 00	
		27,022 71
Total sinking and other special funds, December 31, 1922		$19,777 29

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	649,709
Number carried per mile of main railway track operated	162,427
Number of car miles run:	
Passenger	196,000
Freight	19,900
Average number of persons employed	29
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	4.7c
Amount of passenger earnings per mile of road	$7,696 36

Freight:

Number of tons freight earning revenue	137,454
Number of tons freight carried per mile of road	22,000
Average amount received for each ton of freight	20c
Average receipts per ton of freight per mile	3.3c
Average rate of speed of passenger cars per hour	9
Average rate of speed of freight cars per hour	5

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	8	..	..	2	....	..	..	..	..	..	..	..	1	....	....	....
Open passenger cars	1	..	..	....	....	..	..	..	..	..	..	..	..	....	....	....

Miscellaneous Equipment.

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under Lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	4	.....	.....	4	4
Length of second main track	.....	.....	.....	.....	.....
Total length of main track	4	.....	.....	4	4
Length of sidings, switches, etc	2½	.....	.....	2½	2½
Total, computed as single track	6½	.....	.....	6½	6½
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried for Year Ending December 31, 1922.

Flour		Grain		Live Stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M.	Tons	Cords	Tons			
.....	300	.....	2560	.....	.....	.....	81000	.....	47500	6,094	137,454	(Lumber includes pulpwood)

Description of Road Bed, Etc.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: Cornwall, Ont.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With.....				
With.....				
With.....				
With.....				
No. junctions with other railways.....				
No. of overhead bridges.....				
No. of highway crossings.....				
Height of overhead bridges above rail level.....				
Radius of sharpest curve.....				
No. of feet per mile of heaviest gradient.....				
Gauge of railway.....				
Width of devil strip.....				
Total number of tracks at crossings.....				
Number of above crossings at which frogs are inserted in the tracks.....				

GENERAL REMARKS AND EXPLANATIONS.

.....
.....
.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property.....						
Damage to property of Municipality.....						
Damage to private property.....	1					
Total.....	1					

Total amount paid during year for damages caused by accidents: $722.71.

ACCIDENTS TO PERSONS.

Killed or injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons			Nil			
Totals						

STATEMENT OF EACH ACCIDENT.

WAGES STREET RAILWAY CO.'S OR RADIAL RAILWAYS.

	No. employed	Average number of hours on duty per Day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors: Car checker	1	11			$4.40
Conductors: One man car operators	8	10			4.00
Motormen	1	12			6 00
Starters					
Roadmen	6	9½	3.00	3 50	4 20
Linemen					
Power house operators	3	8			3 66
Blacksmiths					
Firemen					
Electricians	1	9½			4 75
Armature winders					
Machinists and mechanics (repair men)	4	9½	3 50	3 80	4 00
Car cleaners					
Average number of employees	29				
Watchmen	1	12			2 80
Park attendant	1	12			3 50
Switchmen and crossing tenders					
Office	3	9			

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Cornwall Street Railway, Light & Power Company, Limited, Cornwall, Ont.

Names and business addresses of principal officers: President, S. H. Ewing, 102 King Street, Montreal; Vice-President, A. B. Colville, c/o Sun Life Assurance Company, Montreal; Treasurer E. A. Macnutt, c/o Sun Life Assurance Company, Montreal; Auditor, P. S. Ross & Sons, Montreal; Manager, W. L. Macfarlane, Cornwall, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: W. L. Macfarlane, Manager, Cornwall, Ont.

Names and residence of Board of Directors: Samuel H. Ewing, 102 King Street, Montreal; James R. Dougall, 226 Craig Street, Montreal; Thomas B. Macaulay, Sun Life Assurance Company, Montreal; A. B. Colville, Sun Life Assurance Company, Montreal.

ANNUAL REPORT OF THE

FORT WILLIAM ELECTRIC RAILWAY.

For the Year Ending December 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: City of Fort William, City of Port Arthur.
Name of Company: Fort William Electric Railway.
Date of Incorporation: April 4, 1908, Sec. 2, Chap. 80.8, Edw. VII.
Dates of subsequent legislation: April 13, 1909, Sec. 7, chap. 106.9, Edw. VII; March 24, 1911, Secs. 6-7, Chap. 88, 1 Geo. V.
Franchise owned by City.
Amount paid to Municipality per year per mile of track.....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings: % on $.....
Total amount paid Municipality during year for franchise.....$.....
Appraised value of Plant and Tracks for purposes of taxation .....
Total Taxes paid during year to Municipality.....
Amount of aid received from Municipality, if any .....
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt hours.....
Cost of power per car mile.....
Average speed of cars.....
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Water.
Number of power houses: One.

General Exhibit:

Gross earnings from operation		$187,741 94
Operating expenses		162,072 69
Net earnings from operation		$25,669 25
Miscellaneous income:		
Levy from City	$65,000 68	
Total miscellaneous income		65,000 68
Gross income above operating expenses		$90,669 93
Charges upon income accrued during the year:		
Interest on funded debt, including proportion of G.T.R. bridge	$65,184 32	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal	.....	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds:	.....	35,509 21
Other deductions from income:	.....	
Total charges and deductions from income		$100,693 53
Net divisible income		$10,023 60
Dividends declared .....per cent. on $	.....	.....
.....per cent on	.....	.....
Total dividends declared		.....
Deficit for the Year Ending December 31, 1922		$10,023 60

Amount of surplus or deficit, December 31, 1921		.....
Credits to profit and loss account during the year:		
Surplus sinking fund earnings	$4,885 85	
Total credits		$4,885 85
Debits to profit and loss account during the year	.....	
Net amount credited to profit and loss		.....
Total deficit, December 31, 1922		$5,137 75

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$183,352 14
from carriage of mails	749 50
from carriage of express and parcels	.....
from carriage of freight	1,349 03
from tolls for use of tracks by other companies	.....
from rentals of buildings and other property	.....
from advertising in cars	957 00
from interest on deposits	.....
Other earnings from operation:	
Mileage charge against Port Arthur	1,000 00
Sundry	334 27
Gross earnings from operation	$187,741 94
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	$7,221 90
General office expenses and supplies	2,000 31
Legal expenses	409 11
Insurance	5,157 50
Switching charges, if any	.....
Other general expenses:	
Auto	123 98
Claims	666 05
Sundry	169 98
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	$14,175 65
Repair of electric line construction	2,281 46
Repair of buildings	.....
Maintenance of Equipment:	
Repair of cars	$13,837 25
Repair of electric equipment of cars	9,957 69
Repair of miscellaneous equipment	4,623 49
Provender and stabling	4,112 32
Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	$22,508 32
Wages and compensation of persons employed in conducting transportation	62,755 76
Removal of snow and ice	1,857 30
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Motor generators	2,398 55
Other transportation expenses: Lubricants	596 03
Car heating and supplies	7,220 04
Total operating expenses	$162,072 69

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length.....feet).....	.....	
New electric line construction (length.....feet).....	.....	
Other additions to railway.....	.....	
.....	.....	
Total additions to railway.....		.....
Additions to Equipment:		
Additional cars (.....in number).....	.....	
Electric equipment of same.....	.....	
Other additional rolling stock.....	.....	
Other additions to equipment.....	.....	
.....	.....	
Total additions to equipment.....		.....
Additions to Land and Buildings:		
Additional land necessary for operation of railway.....	.....	
New electric power stations, including machinery, etc.....	.....	
Additional equipment of power stations.....	.....	
Other new buildings necessary for operation of railway.....	.....	
Total additions to land and buildings.....		.....
Additions to Other Permanent Property:		
Total additions to other permanent property.....		.....
Total additions to property accounts.....		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts).....	.....	
Total deductions from property accounts.....		.....
Net addition to property accounts for the year.....		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of Railway:		
Roadbed and tracks.....	$619,499 92	
Paving Victoria Ave.....	25,000 00	
Mt. McKay and K. Falls Railway.....	9,000 00	
Engineering and other expenses incident to construction....	.....	
Other items of railway cost: Port Arthur end.....	49,399 79	
Total cost of railway owned.....		$702,899 71
Cost of Equipment:		
Passenger cars and other rolling stock.....	$120,909 54	
Electric equipment of same.....	46,750 00	
Other items of equipment: Murphy Park.....	6,256 33	
General	22,216 31	
Total cost of equipment owned.....		$196,132 18
Cost of Land and Buildings:		
Land necessary for operation of railway.....	$19,593 11	
Electric power stations, including equipment.....	33,967 39	
Other buildings necessary for operation of railway.....	66,544 60	
Total cost of land and buildings owned.....		$120,105 10
Other Permanent Property:		
Construction and materials on hand.....	.....	
Total cost of other permanent property owned.....		$72,863 01
Nominal assets—deficits to 1918.....		$1,092,000 00
Total permanent investments.....		225,000 00

Cash and Current Assets:			
Cash		$ 475 00	
Bills and accounts receivable		1,514 70	
Sinking and other special funds		407,647 63	
Other cash and current assets: Stores		17,233 98	
Unexpired insurance		1,241 30	
Total cash and current assets			$428,112 61
Miscellaneous Assets:			
Materials and supplies		.....	
Other assets and property		.....	
Total miscellaneous assets			.....
Profit and loss balance—deficit			264,073 35
Total			$2,009,185 96
Liabilities:			
Capital stock, common			.....
Capital stock, preferred		.....	.....
Total capital stock			.....
Funded debt			$1,317,000 00
Real estate mortgages			.....
Current Liabilities:			
Loans and notes payable		.....	
Audited vouchers and accounts		.....	
Salaries and wages		.....	
Dividends not called for		.....	
Matured interest coupons unpaid		.....	
Rentals due and unpaid		.....	
Miscellaneous current liabilities: Tickets in circulation		$4,234 54	
Accident reserve		2,958 85	
Total current liabilities			$7,193 44
Accrued Liabilities:			
Interest accrued and not yet due		.....	
Taxes accrued and not yet due		.....	
Rentals accrued and not yet due		.....	
Miscellaneous accrued liabilities		.....	
Special reserve nominal assets		$193,388 99	
City of Fort William		83,955 90	
Total accrued liabilities			277,344 89
Sinking and Other Special Funds		$407,647 63	
Total sinking and other special funds			407,647 63
Profit and loss balance—surplus			.....
Total			$2,009,185 96

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:			
Capital stock authorized by law, common		.....	
Capital stock authorized by law, preferred		.....	
Total capital stock authorized by law		.....	
Capital stock authorized by votes of company, common		.....	
Capital stock authorized by votes of company, preferred		.....	
Total capital stock authorized by vote			.....
Capital stock issued and outstanding, common			.....
Capital stock issued and outstanding, preferred			.....
Total capital stock outstanding			.....

Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common	.....	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common		.....
Amount of stock held, preferred		.....
Total stock held		

Real Estate Mortgages.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
Totals				

Funded Debt—Sinking and other Special Funds.

Funded Debt— Description of Bonds, etc.	Rate of interest.	Day of maturity.	Amount Outstanding.	Interest paid during the year.
B.L. 509—Award, 1908	5 %	Oct. 1, 1938.	$ 52,000 00	$2,600 00
" 617—General	4½%	Feb. 1, 1939.	170,000 00	7,650 00
" 699—Street cars	4½%	Aug. 1, 1924.	13,500 00	607 50
" 732—General	4½%	Feb. 1, 1940.	137,000 00	6,165 00
" 606—Mt. McKay Railway	4½%	Feb. 1, 1929.	9,000 00	405 00
" 845—Paving	4½%	Feb. 1, 1926.	20,000 00	900 00
" 853—General	4½%	Feb. 1, 1941.	67,000 00	3,015 00
" 863—Street cars	4½%	Feb. 1, 1926.	40,500 00	1,822 50
" 1019—Paving	4½%	June 1, 1926.	5,000 00	225 00
" 1193—General	5 %	Aug, 1942.	200,000 00	10,000 00
" 1292— "	5 %	Feb. 1, 1933.	140,000 00	7,000 00
" 1390— "	5 %	Feb. 1, 1944.	238,000 00	11,900 00
" 1830— "	5 %	Feb. 1, 1938.	225,000 00	11,250 00
Totals			$1,317,000 00	$63,540 00

Sinking and Other Special Funds.

Amount December 31, 1921, of Sinking Fund	$361,299 43
of ..... fund	.....
Total, December 31, 1922	.....
Additions during the year to ..... fund	
to ..... fund	$ 46,348 20
Total including additions	.....
Deductions during the year from ..... fund	
from ..... fund	.....
Total sinking and other special funds, December 31, 1922	$407,647 63

Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	$3,014,929
Number carried per mile of main railway track operated	251,711
Number of car miles run	627,507
Average number of persons employed	58
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	6.1 cents
Amount of passenger earnings per mile of road	$8,210 66
Freight:	
Number of tons freight earning revenue—no record, only construction material for Chippewa	
Number of tons freight carried per mile of road—no record, only construction material for Chippewa	
Average amount received for each ton of freight—no record, only construction material for Chippewa	
Average receipts per ton of freight per mile—no record, only construction material for Chippewa	
Average rate of speed of passenger cars per hour	10 miles
Average rate of speed of freight cars per hour	

Description of Equipment.	No. of motor cars.	Trailer cars.	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters.
Box passenger cars	18	5	..	....	....	..	..	..	..	..	..	1	1	19	25	1
Open passenger cars	1	..	..	....	....	..	..	..	..	..	..	....	....	....	....	....

Miscellaneous Equipment.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	1
Other railway rolling stock—flat cars	2
Other highway vehicles—Ford car	1
Horses	
Other items of equipment—hand car	1
" " " —push cars	5

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of Chippewa Park railway line—S.T.	8.706				
Extensions—S.T.	1.433				
Length of second main track—S.T.	13.033				19.444
Total length of main track					
Length of sidings, switches, etc	.730				
Total, computed as single track	23.902				
Length of line under construction					

Description of Freight Carried for Year Ending June 30, 1922.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage	Remarks
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft. B.M.	Tons.	Cords.	Tons.			

Description Road Bed, Etc.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
		60		2640	Outside construction on extensions.
		87		2640	Paved streets laid on concrete.
		90		1320	" " " " "

Names of the several cities and towns in which the railways operated by the Company are located: Fort William and Port Arthur.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads.	Unprotected.	How protected.	Number of Tracks at Crossing.	
			Railroad tracks.	Railway tracks.
Crossings of railways with railroads at grade (.....in number), viz.:—				
With Canadian Northern Railway at Victoria Ave.....	unprotected..	B.O. 19319 and B.O. 23983.....	2	2
With Canadian Northern Railway at Franklin Ave.....	unprotected..	B.O. 19319 and B.O. 23983.....	1	1
With Canadian Northern Railway at Frederica St.....	protected....	Half interlocked B.O. 7601....	1	1
With Canadian Northern Railway at Montreal St.....	unprotected..	.....	1	1
With Canadian Northern Railway at Yonge St.....	protected....	B.O. 8087.....	1	1
With Canadian Pacific Railway Spur at Syndicate Ave.....	unprotected..	10895	1	2
With Canadian Pacific Railway Spur at Yonge St.....	protected....	8086	5	1
With Canadian Pacific Railway Spur at Pacific Ave.....	protected....	16571.	4	1
With Canadian Pacific Railway Spur at Island No. 2.....	unprotected..	.....	1	1
With Grand Trunk at Yonge St.	protected....	8089	3	1
With Grand Trunk at Montreal.	unprotected..	8089	1	1
With Grand Trunk at Syndicate Ave.....	protected....	19811	1	2
With Grand Trunk at Sprague..	protected....	23028	1	1
With Grand Trunk at Mission..	unprotected..	20879	1	1
With Industrial Tracks, Montreal.....	.....	.....	1	1
With Canadian Pacific Railway at Montreal.....	.....	.....	1	1
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
No. junctions with other railways—one, Mt. McKay and K. Falls Railway.....	.....	.....	.....	.....
No. of overhead bridges.....	.....	.....	.....	.....
No. of highway crossings.....	.....	.....	.....	.....
Height of overhead bridges above rail level.....	.....	.....	.....	.....
Radius of sharpest curve.....	371	.....	.....	.....
No. of feet per mile of heaviest gradient.....	6%	.....	.....	.....
Gauge of railway.....	4.8½	.....	.....	.....
Width of devil strip.....	6 ft. 11.3	.....	.....	.....
Total number of tracks at Crossings.....			26	19

Number of above crossings at which frogs are inserted in the tracks—diamonds.....30

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

STATEMENT OF EACH ACCIDENT.

.....

.....

.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature Winders					
Machinists and Mechanics					
Car Cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

Corporate Organization.

Corporate name and address of the Company : Fort William Electric Railway, Fort William, Ont.

Names of principal officers: Mayor Newton Edmeston; treasurer, Harry James; Clerk of Corporation, Alexander McNaughton; General Counsel, Morris & Babe; Auditor, Percy H. B. Dawson; General Manager, Charles Moors.

Name of officer and address, to whom correspondence regarding this report should be addressed: H. James, Treasurer, City Hall, Fort William, Ont.

ANNUAL REPORT OF THE

GUELPH RADIAL RAILWAY COMPANY

For the Year Ending December 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: City of Guelph and Township of Guelph.
Name of Company: Hydro-Electric Power Commission.
Date of Incorporation: 1895; Railway taken over May 1, 1921, by the Commission.
Dates of subsequent legislation: 1901, 1903, 1905, 1908, 1914, 1921.
Date of expiry of franchise: 1925.
Amount paid to Municipality per year per mile of track.....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings, % on $.....$.....
Total amount paid Municipality during year for franchise.....$.....
Appraised value of plant and tracks for purposes of taxation: Taxable on land only.
Total taxes paid during year to Municipality: $2,117.86.
Amount of aid received from Municipality, if any: City assumes any deficits on operation.
Power consumed per car mile in kilowatt hours: 3.4.
Cost per horse power for motive power used in operating plant: Power purchased.
Cost of power per kilowatt per hour: 1.3 cents.
Cost of power per car mile: 4.5 cents.
Average speed of cars: 7.2 miles.
State if power is purchased or generated by Company: Purchased from City of Guelph.
State if power is generated by steam or water power.....
Give number of power houses.....

General Exhibit:

Gross earnings from operation		$73,659 87
Operating expenses		72,202 59
Net earnings from operation		$1,457 28
Miscellaneous Income:		
.....	.....	
.....	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$1,457 28
Charges upon income accrued during the year:		
Interest on funded debt	$20,411 96	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal $3,176 81		
Taxes, Provincial		
Taxes, Commutation		
	3,176 81	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		23,588 77
Net loss		$22,131 49

Dividends declared.....per cent. on $.....	.....	
.....per cent. on $.....	.....	
Total dividends declared.....		.....
Deficit for the year ending December 31, 1922.....		$22,131 49
Amount of deficit, December 31, 1921.....		2,712 03
Credits to profit and loss account during the year:		
Deficit, November 1, 1921, to October 31, 1922, charged to City of Guelph, as per agreement.....	$22,911 51	
Total credits.....	.....	
Debits to profit and loss account during the year.....	.....	
Total debits.....	.....	
Net amount credited to profit and loss.....		22,911 51
Total deficit, December 31, 1922.....		$1,932 01

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried.....	$65,730 23
carriage of mails.....	468 29
carriage of express and parcels.....	.....
carriage of freight (switching).....	3,888 85
tolls for use of tracks by other companies.....	1,760 00
rentals of buildings and other property.....	.....
advertising in cars.....	511 05
interest on deposits.....	.....
Other earnings from operation: Use of power.....	1,301 45
Gross earnings from operation.....	$73,659 87
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants.....	$5,725 01
General office expenses and supplies.....	97 10
Legal expenses.....	240 00
Insurance.....	3,017 09
Switching charges, if any.....	.....
Other general expenses:	
Valuation—stationery and miscellaneous	4,955 30
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	5,167 57
Repair of electric line construction.....	1,194 26
Repair of buildings.....	468 03
Maintenance of Equipment:	
Repair of cars.....	7,353 72
Repair of electric equipment of cars.....	5,328 98
Repair of miscellaneous equipment.....	2,282 30
Provender and stabling.....	134 33
Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....net	10,029 28
Wages and compensation of persons employed in conducting transportation.....	25,318 26
Removal of snow and ice.....	.....
Damages for injuries to persons and property.....	.....
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	.....
Other transportation expenses: Carhouse and station.....	891 36
Total operating expenses.....	$72,202 59

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet).....	$100,769 47	
New electric line construction (length.....feet).....	8,016 32	
Other additions to railway: Betterments.....	.....	
Total additions to railway.....		$108,785 79
Additions to equipment:		
Additional cars (8 in number).....	$52,106 96	
Electric equipment of same.....	23,139 71	
Other additional rolling stock.....	.....	
Other additions to equipment: Shop tools, etc.....	91	
Total additions to equipment.....		75,247 58
Additions to land and buildings:		
Additional land necessary for operation of railway.....	.....	
New electric power stations, including machinery, etc.....	.....	
Additional equipment of power stations.....	.....	
Other new buildings necessary for operation of railway.....	545 74	
Total additions to land and buildings.....		545 74
Additions to other permanent property:		
Interest during construction.....	1,569 01	
Total additions to other permanent property.....		1,569 01
Total additions to property accounts.....		$186,148 12
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	
Total deductions from property accounts.....		.....
Net addition to property accounts for the year.....		$186,148 12

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks.....	$230,370 55	
Electric line construction, including poles, wiring, feeder lines, etc.....	20,730 89	
Interest accrued during construction of railway.....	1,618 05	
Engineering and other expenses incident to construction...	21,217 93	
Other items of railway cost.....	.....	
Total cost of railway owned.....		$273,937 42
Cost of equipment:		
Passenger cars and other rolling stock.....	$62,782 92	
Electric equipment of same.....	35,469 71	
Other items of equipment:		
Truck, furniture.....	1,255 38	
Shop tools and machinery.....	2,008 89	
Total cost of equipment owned.....		101,516 90
Cost of land and buildings:		
Land necessary for operation of railway.....	2,154 00	
Electric power stations, including equipment.....	500 00	
Other buildings necessary for operation of railway.....	18,227 84	
Total cost of land and buildings owned.....		20,881 84
Other permanent property:		
General and miscellaneous (organization, etc.).....	15,603 00	
Total cost of other permanent property owned.....		15,603 00
Total permanent investments.....		$411,939 16

Cash and current assets:		
Cash	$1,382 67	
Bills and accounts receivable	2,043 25	
Sinking and other special funds	.....	
Other cash and current assets:		
Unexpired insurance	38 53	
Due from City of Guelph	20,912 78	
Total cash and current assets		$24,377 23
Miscellaneous assets:		
Materials and supplies	6,858 36	
Other assets and property	.....	
Deferred valuation expenses chargeable to future operations	2,007 70	
Total miscellaneous assets		8,866 06
Profit and Loss Balance—deficit		1,932 01
Total		$447,114 46
Liabilities:		
Capital stock, common		.....
Capital stock, preferred		.....
Total capital stock		.....
Funded debt		$294,994 31
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	$130,305 25	
Audited vouchers and accounts	2,328 80	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest unpaid	5,850 00	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Sidings deposits	655 75	
Unredeemed tickets	1,264 16	
Total current liabilities		140,403 96
Accrued liabilities:		
Interest accrued and not yet due	$3,533 69	
Taxes accrued and due	3,176 81	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		6,710 50
Sinking and other special funds:		
General reserve	$5,005 69	
Total sinking and other special funds		5,005 69
Profit and Loss Balance—Surplus		.....
Total		$447,114 46

Capital Stock—Real Estate Mortgages

Capital Stock:	
Capital stock authorized by law, common	.....
Capital stock authorized by law, preferred	.....
Total capital stock authorized by law	.....
Capital stock authorized by votes of company, common	.....
Capital stock authorized by votes of company, preferred	.....
Total capital stock authorized by vote	.....

Capital stock issued and outstanding, common		.....
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		.....
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common	.....	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held		.....

REAL ESTATE MORTGAGES

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded debt— Description of Bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Purchase cost payable to the City of Guelph in 20 years from May 1, 1921.	4½	Instalments May 1 and Nov. 1	$144,994 31	$11,700 00 includes principal.
10 year	6	May 1, 1931	150,000 00	9,760 00
Totals	.....	.....	$294,994 31	$21,460 00

SINKING AND OTHER SPECIAL FUNDS

Amount, December 31, 1922, of.....fund,	.....	.....
of.....fund,	.....	.....
Total, December 31, 1922		.....
Additions during the year to General Reserve fund	$5,005 69	
to.....fund	.....	
Total including additions		.....

Deductions during the year from.....fund, ...	
from.....fund, ...	
Total sinking and other special funds, December 31, 1922.....	$5,005 69

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.	
Number of passengers paying revenue carried during the year.....	1,310,372
Number carried per mile of main railway track operated.....	154,343
Number of car miles run.....	219,976
Average number of persons employed.....	36
If the Company commenced operation during the year, give the date.....	
Average amount received from each passenger.....	5c
Amount of passenger earnings per mile of road.....	7,742 07
Freight:	
Number of tons freight earning revenue.....	.....
Number of tons freight carried per mile of road.....	.....
Average amount received for each ton of freight.....	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour.....	7.2
Average rate of speed of freight cars per hour.....	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars.....	13	..	..	1	....	..	..	1	..	..	1	..	1	13	5	8
Open passenger cars.....	..	..	..	....	....	..	..	..	..	..	..	..	..	....	....	....

Miscellaneous Equipment.

	Total number
Barges and omnibuses.....	
Carts and snow sleds.....	
Other railway rolling stock.....	
Other highway vehicles: overhead truck	
Horses.....	
Other items of equipment.....	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway Owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line.....	8,490	.....	.....	.....	8,490
Length of second main track.....	.....	.....	.....	.....	.....
Total length of main track.....	8,490	.....	.....	.....	8,490
Length of sidings, switches, etc.....	1,560	.....	.....	.....	1,560
Total, computed as single track..	10,050	.....	.....	.....	10,050
Length of line under construction....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live Stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION OF ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	60 lb	.....	2,640	Unpaved.....5.362 miles
.....	.....	60 lb	.....	2,640	Paved.....1.108 miles
.....	.....	80 lb	.....	Steel, 440	Paved..... .426 miles
		A.S.C.E.			
.....	.....	80 lb, 7 in.	.....	440	Paved..... .128 miles
.....	.....	80 lb, 7 in.	.....	2,640	Paved..... .980 miles
.....	.....	85lb C.P.R.	.....	2,640	Unpaved..... .597 miles
.....	.....	85 lb	.....	2,640	Paved.....1.449 miles

Names of the several cities and towns in which the railways operated by the Company are located: City of Guelph and Guelph Township.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (3 in number), viz.:		Semaphore	.....	.....
With C.P.R. Elora Road, Guelph.		and derail	1	1
With G.T.R. Elora Road, Guelph.	Yes	Flag	1	1
With C.P.R. York Road, Guelph..	Yes	Flag	1	1
With.....	.....	.....	.....	.....
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges.....	.....	.....	.....	.....
No. of highway crossings.....	.....	.....	.....	.....
Height of overhead bridges above rail level.....	.....	.....	.....	.....
Radius of sharpest curve.....	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	.....	.....	.....	.....
Gauge of railway.....	.....	.....	.....	.....
Width of devil strip.....	.....	.....	.....	.....
Total number of tracks at crossings.....			3	3

Number of above crossings at which frogs are inserted in the tracks..... 1

General Remarks and Explanations.

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Summary of Accidents to Property.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

Accidents to Persons.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		6				6
Employees						
Other persons						
Totals		6				6

Statement of Each Accident.

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WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAYS.

	No. Employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	1	10	$4 00		
Conductors	13	9	3 69	to	$4 05
Motormen					
Starters					
Roadmen	3	10	3 50		
Linemen	2	10	4 75		
Engineers					
Blacksmiths	1	9	4 50		
Firemen					
Electricians	1	9	4 50		
Armature Winders	1	9	4 50		
Machinists and Mechanics	1	9	140 00	per mo.	
Car cleaners	2	10	4 50		
Average number of employees	25				
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION.

Names of principal officers: Chairman, Lt.-Col. Sir Adam Beck, Kt., LL.D., Toronto; Commissioners, Lt.-Col. D. Carmichael, D.S.O., M.C., and J. G. Ramsden; Treasurer, J. W. Gilmour; Secretary, W. W. Pope; Auditor, G. T. Clarkson; Chief Engineer, F. A. Gaby; Superintendent, W. R. Robertson.

Name of Officer, and address, to whom correspondence regarding this report should be addressed: W. G. Pierdon, Accountant, Toronto.

ANNUAL REPORT OF THE

HAMILTON MOUNTAIN PARK COMPANY, LIMITED.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Hamilton, Ont.
Name of Company: Hamilton Mountain Park Company, Limited.
Date of Incorporation: July 28th, 1899; Recorded August 19th, 1899.
Dates of subsequent legislation.....
Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track: Nil.
Further amounts, if any, paid to Municipality by way of percentage earnings: Nil.
Total amount paid Municipality during year for franchise: Nil.
Appraised value of plant and tracks for purposes of taxation:

Railway property, dwelling house, power house, tracks, cars, equipment and land formerly occupied by theatre	$126,909 22	
Less Reserve for Depreciation	37,247 82	
		$89,661 40
Total taxes paid during year to Municipality		1,699 35

Amount of aid received from Municipality, if any: None.
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars.....
State if power is purchased or generated by Company: Company purchases power from Hydro-Electric Company.
State if power is generated by steam or water power.....
Give number of power houses: One power house—electric.

HAMILTON MOUNTAIN PARK COMPANY LIMITED.

Balance Sheet at December 31, 1922.

Assets:				
Current				$44,006 09
Cash on hand		$ 669 80		
Bank balance		42,823 34		
Current	$27,446 09			
Savings	15,377 25			
	$42,823 34			
Conductor's Loan Account		100 00		
Accounts receivable		412 95		
		$44,006 09		
Invested				119,181 40
Railway property, dwelling house, power house, tracks, cars, equipment and land formerly occupied by theatre		$126,909 22		
Land		29,520 00		
		$156,429 22		
Less reserve for depreciation		37,247 82		
		$119,181 40		
Liabilities:				
Current			$3,836 50	
Accounts payable		$351 00		
George F. Webb		1,025 00		
Tickets outstanding		2,460 50		
		$3,836 50		
Deferred				
Mortgage Account			1,887 65	
Shareholders			157,463 34	
Capital stock fully paid		$27,800 00		
Special reserve		45,134 79		
Profit and loss		84,528 55		
		$157,463 34		
			$163,187 49	$163,187 49

HAMILTON MOUNTAIN PARK COMPANY LIMITED.

Profit and Loss for Year Ending 31 December, 1922.

Earnings			$47,174 12
Ticket sales, passengers	.....		
Freight, etc	.....		
Rent receivable			375 04
Interest			253 75
Expenses		$27,168 29	
Fuel, power and light	$1,416 72		
General, taxes, directors' fees and salary	3,877 84		
Insurance	2,251 32		
Insurance claim	300 00		
Oil and waste	173 53		
Repairs	613 68		
Wages	12,189 75		
Depreciation	6,345 45		
	$27,168 29		
Net profit for period		20,634 62	
		$47,802 91	$47,802 91

Profit and Loss:		
Balance, January 1, 1922		$65,562 48
Net profit for year 1922		20,634 62
Adjustment income tax, 1921	55	
Dividend	$1,668 00	
Balance per balance sheet	84,528 55	
	$86,197 10	$86,197 10

CORPORATE ORGANIZATION.

Corporate name and address of the Company: The Hamilton Mountain Park Company, Limited, Hamilton, Ont.

Names and business address of principal officers: President, George F. Webb, Wentworth St. S., Hamilton, Ont.; Vice-President, Adam Inch, Mountain Top, Hamilton, Ont.; Treasurer, George F. Webb, Wentworth St. S., Hamilton, Ont.; Auditor, Clark, Houston & Co., Hamilton, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: George F. Webb, President, Hamilton, Ont.

Names and residence of Board of Directors: George F. Webb, Wentworth St. S., Hamilton, Ont.; Thomas E. Webb, 45 Mountain Park Ave., Hamilton, Ont.; Adam Inch, Mountain Top, Hamilton, Ont.

THE HAMILTON AND BARTON INCLINE RAILWAY COMPANY, HAMILTON.

BALANCE SHEET, 31ST DECEMBER, 1922.

Assets:			
Current:			
Cash on hand			$217 82
Bank of Nova Scotia Current			309 50
Bank of Nova Scotia Savings			118 01
Accounts receivable			106 30
W. F. Anderson			30 00
Inventories:			
Oil and waste, fuel and repairs			389 40
Dominion of Canada War Loan			4,842 10
Insurance prepaid			538 95
			$6,552 08
Invested:			
Plant, equipment, roadbed, buildings, etc.			$91,348 77
Less reserve for depreciation	$9,816 52		
Liabilities:			
Current:			
Bank of Nova Scotia Current		.....	
Bank of Nova Scotia Bank Loan		.....	
Accounts payable		$1,770 20	
Commutation tickets		265 55	
		$2,035 75	
Shareholders:			
Capital stock		$61,500 00	
Surplus:		34,365 10	
Balance January 1, 1922	$36,513 48		
Less dividend and charges	4,240 00		
	$32,273 48		
Net profit for period	2,091 62		
	$34,365 10		
		$97,900 85	$97,900 85

PROFIT AND LOSS FOR YEAR ENDING 31ST DECEMBER, 1922.

Earnings from January 1st to December 31st, 1922			$28,090 06
Interest			236 81
Expenses:			
Clothing		$54 75	
Fuel (gas)		3,570 60	
Fuel (coal)		3,666 75	
General		347 87	
Insurance		799 90	
Oil and waste		76 90	
Printing and stationery		277 86	
Repairs		1,500 16	
Taxes and water rates		736 20	
Wages		10,296 00	
Depreciation		4,908 26	
Net profit for period		2,091 62	
		$28,326 87	$28,326 87
Profit and Loss:			
Amount forward December 31, 1921		$36,513 48	
Less directors' and auditors' fees	$550 00		
Less dividend paid in 1922	3,690 00	4,240 00	
		$32,273 48	
Net profit for 1922		2,091 62	
		$34,365 10	

ANNUAL REPORT OF THE

HAMILTON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:		
Name of Municipality or Municipalities in which railway operates: Hamilton, Ont.		
Name of Company: The Hamilton Street Railway Company.		
Date of Incorporation: Ontario, 1873, Chapter 100.		
Dates of Subsequent Legislation: 1893, Chapter 90.		
Date of expiry of franchise: Hamilton, 1928.		
Amount paid to Municipality per year per mile of track: Barton.....$100 00 / Hamilton.... 400 00		$9,376 53
Further amounts, if any, paid to Municipality by way of percentage earnings		
% on $		$78,878 93
Total amount paid Municipality during year for franchise		88,255 46
Appraised value of plant and tracks for purposes of taxation		292,870 00
Total taxes paid during year to Municipality		10,615 76
Amount of aid received from Municipality, if any		None
Power consumed per car mile in kilowatt hours		
Cost per horse power for motive power used in operating plant		
Cost of power per kilowatt per hour		
Cost of power per car mile		$3 05
Average speed of cars		12 miles
State if power is purchased or generated by Company: Purchased.		
State if power is generated by steam or water power: Water, steam.		
Give number of power houses: None.		
General Exhibit:		
Gross earnings from operation		$989,961 03
Operating expenses		821,180 08
Net earnings from operation		$168,780 95
Miscellaneous income:		
Total miscellaneous income		
Gross income above operating expenses		

Charges upon income accrued during the year:			
Interest on funded debt		$14,377 80	
Interest and discount on unfunded debts and loans		10,090 23	
Taxes, Municipal	$10,615 76		
Taxes, Provincial	1,546 50		
Taxes, Commutation	88,255 46	100,417 72	
Rentals of leased railways	.....		
Payments to sinking and other special funds	.....		
Other deductions from income	.....		
Total charges and deductions from income			$124,886 15
Net divisible income			$43,894 80
Dividends declared.....per cent. on $		.....	
.....per cent. on		.....	
Total dividends declared			.....
Surplus for the year ending December 31, 1922			$43,894 80
Amount of surplus, December 31, 1921			344,409 94
Credits to profit and loss account during the year		.....	
Total credits		.....	
Debits to profit and loss account during the year:			
Reserve for depreciation	$51,015 09		
Total debits		$51,015 09	
Net amount credited to profit and loss			51,015 09
Total surplus, December 31, 1922			$337,289 65

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$985,300 98
from carriage of mails	.....
from carriage of express and parcels	.....
from carriage of freight	.....
from tolls for use of tracks by other companies	.....
from rentals of buildings and other property	3,769 27
from advertising in cars	725 00
from interest on deposits	.....
Other earnings from operation: Chartered cars	165 78
Gross earnings from operation	$989,961 03
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	$36,310 46
General office expenses and supplies	2,594 36
Legal expenses	2,079 43
Insurance	3,080 68
Switching charges, if any	.....
Other general expenses: Advertising	465 29
Incidentals	1,023 65
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	51,100 98
Repair of electric line construction	15,389 90
Repair of buildings	168 98
Maintenance of Equipment:	
Repair of cars	82,443 35
Repair of electric equipment of cars	53,143 69
Repair of miscellaneous equipment	.....
Provender and stabling	.....

Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net....	$86,660 04
Wages and compensation of persons employed in conducting transportation	372,951 20
Removal of snow and ice	5,034 37
Damages for injuries to persons and property	39,412 23
Tolls for trackage over other railways	.....
Rentals of buildings and other property	26,918 73
Other transportation expenses: Supplies on cars	23,188 52
Heating and incidental (uniforms)	19,214 22
Total operating expenses	$821,180 08

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length.....feet)	$13,418 68	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Old track renewed in concrete	23,088 72	
Total additions to railway		36,507 40
Additions to Equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to Land and Buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to Other Permanent Property:		
Kenilworth Ave. subway	$8,167 98	
Total additions to other permanent property		$8,167 98
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
.....	.....	
.....	.....	
.....	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$44,675 38

GENERAL BALANCE SHEET.

Assets:		
Cost of Railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....

Cost of Equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....
Cost of Land and Buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other Permanent Property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$2,403,618 10
Cash and Current Assets:		
Cash	$325 00	
Bills and accounts receivable	6,331 96	
Sinking and other special funds	.....	
Other cash and current assets: Fire insurance	1,920 00	
Total cash and current assets		$8,576 96
Miscellaneous Assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—deficit		.....
Total		$2,412,195 06
Liabilities:		
Capital stock, common		$1,205,000 00
Capital stock, preferred		.....
Total capital stock		$1,205,000 00
Funded debt		300,000 00
Real estate mortgages		.....
Current Liabilities:		
Loans and notes payable	$158,911 76	
Audited vouchers and accounts	23,479 09	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	787 50	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Accident insurance reserve	34,713 03	
Maintenance and renewal reserve	56,488 88	
Total current liabilities		274,380 26
Accrued Liabilities:		
Interest accrued and not yet due	$332 85	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		332 85
Sinking and Other Special Funds:		
Reserve for depreciation for years 1917 to 1920 inclusive	$295,192 30	
Total sinking and other special funds		295,192 30
Profit and loss balance—surplus		337,289 65
Total		$2,412,195 06

Capital Stock—Real Estate Mortgages.

Capital Stock:		
Capital stock authorized by law, common		$1,205,000 00
Capital stock authorized by law, preferred		.....
Total capital stock authorized by law		$1,205,000 00
Capital stock authorized by votes of company, common		.....
Capital stock authorized by votes of company, preferred		.....
Total capital stock authorized by vote		.....
Capital stock issued and outstanding, common		$1,205,000 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$1,205,000 00
Amount paid in on ..... shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$1,205,000 00
Number of shares issued and outstanding, common	24,100	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	24,100	
Number of stockholders, common	8	
Number of stockholders, preferred	.....	
Total number of stockholders	8	
Amount of stock held, common		.....
Amount of stock held, preferred		.....
Total stock held		.....

Real Estate Mortgages.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest.	Day of maturity.	Amount outstanding.	Interest paid during the year.
First Mortgage Bonds	4½	Dec. 12, 1928	$300,000 00	$14,377 80
Totals				

SINKING AND OTHER SPECIAL FUNDS.

Amount December 31, 1921, of maintenance and renewal fund		$70,488 88
of accident insurance fund		38,311 07
Total, December 31, 19		$108,799 95
Additions during the year to ..... fund		
to ..... fund		
Total including additions		$108,799 95
Deductions during the year from accident insurance fund	$3,598 04	
from maintenance and renewal fund	14,000 00	17,598 04
Total sinking and other special funds, December 31, 1922		$91,201 91

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	20,582,376
Number carried per mile of main railway track operated	610,753
Number of car miles run	2,698,545
Average number of persons employed	406
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	4.81 cents
Amount of passenger earnings per mile of road	$29,237 41
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	12 miles
Average rate of speed of freight cars per hour	

Description of Equipment.	No. of Motor Cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	78	14	....	....	....	....	..	..	....	..	1	..	4	97	77	15
Open passenger cars	19	....	....	....	....	....	..	..	....	..	..	..	..	19	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER.)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	17.4	.....	.....	17.4	17.4
Length of second main track	16.3	.....	.....	16.3	16.3
Total length of main track	33.7	.....	.....	33.7	33.7
Length of sidings, switches, etc.	.....	.....	.....	.....	.....
Total, computed as single track	.....	.....	.....	.....	.....
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	65	.....	2,460	.....
.....	.....	94	.....	528	Steel ties in concrete.
.....	.....	87	.....	528	.....

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Un-protected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With T. H. & B. Ry.—				
Hunter and James	.....	D.R. and gates	2	2
Main and Gage Ave	.....	D.R. and watchman	1	2
Barton St. East	.....	" "	1	2
Oliver Plow Works	.....	" "	1	2
Irondale	.....	" "	2	2
Grasselli Chemical	.....	" "	1	2
With G. T. Ry.—				
King and Ferguson	.....	" "	1	2
Barton and Ferguson	.....	D.R. gates	2	2
Kenilworth and Beach Road	.....	D.R. and watchman	1	2
With Hamilton Radial Ry.—				
Kenilworth and Beach Road	.....	" "	2	2
No. junctions with other railways	3	.....	.....	.....
No. of overhead bridges	1	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	16 ft.	.....	.....	.....
Radius of sharpest curve	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	4' 8½ in.	.....	.....	.....
Gauge of railway	.....	.....	.....	.....
Width of devil strip	4 ft. & 5 ft.	.....	.....	.....
Total number of tracks at crossings			14	20
Number of above crossings at which frogs are inserted in the tracks				10

GENERAL REMARKS AND EXPLANATIONS.

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SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property		130		125		50
Damage to property of Municipality						
Damage to private property		100		10		85
Total		230		135		135

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		10		10		20
Employees		5				5
Other persons		4		7		11
Totals		19		17		36

STATEMENT OF EACH ACCIDENT.

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WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	5	10	$4 80		
Conductors	137		3 80	$4 20	$4 80
Motormen	136		3 80	4 20	4 80
Starters	1		3 00	part time	only
Roadmen	12		4 50		
Linemen	5		6 00		
Engineers					
Blacksmiths	3		5 15		
Firemen					
Electricians	5		5 80		
Armature Winders	4		5 80		
Machinists and Mechanics	47		4 25		
Car Cleaners	12		4 25		
Average number of employees	380				
Watchmen	1		4 90		
Switchmen and crossing tenders	10		2 90		

Corporate Organization.

Corporate name and address of the Company: The Hamilton Street Railway Company, Hamilton, Ont.

Names and business addresses of principal officers: President, W. E. Phin, Hamilton; Vice-President, John Dickinson; Treasurer, James Dixon; Clerk of Corporation, Geo. D. Fearman; General Counsel, Gibson, Levy & Gibson; Auditor, C. S. Scott, F.C.A.; General Manager, E. P. Coleman; Superintendent, Geo. E. Waller.

Name of officer, and address, to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton.

Names and residence of Board of Directors: J. R. Moodie, Hamilton, Ont.; James Dixon, Wm. C. Hawkins, John Dickinson, W. E. Phin, F. R. MacKelcan, Toronto; J. M. MacDonnell, Toronto.

ANNUAL REPORT OF THE

HAMILTON AND DUNDAS STREET RAILWAY COMPANY

For the Year Ending December 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Hamilton, and Dundas.
Name of Company: The Hamilton & Dundas Street Railway Company.
Date of Incorporation: Ontario, 1875, 6 chapter 87.
Dates of subsequent legislation: Ontario 1879, chapter 59; 1881, chapter 65; 1884, chapter 68; 1890, chapter 119; 1895, chapter 100; 1898, chapter 60.
Date of expiry of franchise: Hamilton, December 22, 1928; Dundas, 1927; Barton, Perpetual.
Amount paid to Municipality per year per mile of track: Hamilton, $300.00.....$342.92
Further amounts, if any, paid to Municipality by way of percentage earnings: None

Total amount paid Municipality during year for franchise	342 92
Appraised value of Plant and Tracks for purposes of taxation	34,195 00
Total taxes paid during year to Municipality	1,565 68

Amount of aid received from Municipality, if any: None.
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars.....12 miles
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Water and steam.
Give number of power houses: None.

General Exhibit for the Year

General Exhibit:

Gross earnings from operation		$74,935 80
Operating expenses		96,269 20
Net earnings from operation		$21,333 40
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$21,333 40
Charges upon income accrued during the year:		
Interest on funded debt	$5,000 00	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal	$1,567 68	
Taxes, Provincial	65 70	
Taxes, Commutation	342 92	
	1,974 30	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income:	.....	
Total charges and deductions from income		6,974 30
Net divisible income		$28,307 70

Dividends declared.....per cent. on $.....	.....	
.....per cent. on	.....	
Total dividends declared.....		.....
Deficit for the year ending December 31, 1922.....		$28,307 70
Amount of deficit, December 31, 1921.....		5,979 58
Credits to profit and loss account during the year.....	.....	
Total credits.....	.....	
Debits to profit and loss account during the year:		
Reserve for Depreciation.....	$5,119 87	
Total debits.....	.....	
Net amount credited to profit and loss.....		5,119 87
Total deficit, December 31, 1922.....		$27,447 99

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:	
Receipts from passengers carried.....	$62,070 55
" carriage of mails.....	250 22
" carriage of express and parcels.....	380 36
" carriage of freight.....	44 97
" tolls for use of tracks by other companies.....	2,795 68
" rentals of buildings and other property.....	871 90
" advertising in cars.....	100 00
" interest on deposits.....	.....
Other earnings from operation:	
Chartered cars.....	481 57
T.H. & B. Ry, half cost of maintenance of track used by them.....	7,940 55
Gross earnings from operation.....	$74,935 80
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants.....	$5,262 62
General office expenses and supplies.....	353 20
Legal expenses.....	165 68
Insurance.....	170 46
Switching charges, if any.....	.....
Other general expenses:	
Advertising.....	15 84
Incidental.....	127 08
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	18,242 20
Repair of electric line construction.....	2,318 73
Repair of buildings.....	110 46
Maintenance of equipment:	
Repair of cars.....	1,754 86
Repair of electric equipment of cars.....	934 14
Repair of miscellaneous equipment.....	.....
Provender and stabling.....	44 00
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	12,380 04
Wages and compensation of persons employed in conducting transportation.....	30,991 89
Removal of snow and ice.....	288 38
Damages for injuries to persons and property.....	2,470 89
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	17,985 72
Other transportation expenses:	
Supplies on cars.....	2,158 01
Heating and incidental.....	495 00
Total operating expenses.....	$96,269 20

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length, 250 feet), siding	$1,002 36	
New electric line construction (length.....feet)	134 11	
Other additions to railway	.....	
Total additions to railway		$1,136 47
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	$300 00	
New electric power stations, including machinery, etc	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		$300 00
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in value and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$1,436 47

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$223,419 62

Cash and current assets:		
Cash	$3,597 24	
Bills and accounts receivable	4,114 79	
Sinking and other special funds	.....	
Other cash and current assets: Fire insurance	106 00	
Total cash and current assets		$7,818 03
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—deficit		27,447 99
Total		$258,685 64
Liabilities:		
Capital stock, common		$100,000 00
Capital stock, preferred		.....
Total capital stock		$100,000 00
Funded debt		100,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Maintenance and renewal reserve	$27,591 69	
Accident insurance reserve	623 23	
Total current liabilities		28,214 92
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Reserve for depreciation years 1917 to 1922 inclusive	$30,470 72	
Total sinking and other special funds		30,470 72
Profit and loss balance—surplus		.....
Total		$258,685 64

Capital Stock—Real Estate Mortgages.

Capital Stock:	
Capital stock authorized by law, common	$100,000 00
Capital stock authorized by law, preferred	.....
Total capital stock authorized by law	$100,000 00
Capital stock authorized by votes of company, common	$100,000 00
Capital stock authorized by votes of company, preferred	.....
Total capital stock authorized by vote	$100,000 00

Capital stock issued and outstanding, common	$100,000 00
Capital stock issued and outstanding, preferred	.....
Total capital stock outstanding	$100,000 00
Amount paid in on .....shares not yet issued	.....
Amount paid in on stock to be exchanged	.....
Scrip convertible into stock	.....
Other paid stock liability	.....
Total capital stock liability	$100,000 00

Number of shares issued and outstanding, common	1,000
Number of shares issued and outstanding, preferred	.....
Total number of shares outstanding	1,000

Number of stockholders, common	8
Number of stockholders, preferred	.....
Total number of stockholders	8

Amount of stock held, common	.....
Amount of stock held, preferred	.....
Total stock held	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest.	Day of maturity.	Amount outstanding.	Interest paid during the year.
First Mortgage	5	.....	$100,000 00	$5,000 00
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	$100,000 00	$5,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount December 31, 1921, of maintenance and renewal fund	$27,591 69
of accident insurance fund	1,292 74
Total, December 31, 1921	$28,884 43

Additions during the year to.....fund.....	.....
to.....fund.....	.....
Total including additions.....	.....
Deductions during the year from.....fund.....	.....
from accident insurance fund.....	$669 51
Total sinking and other special funds, December 31, 1922.....	$28,214 92

Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year.....	1,042,593
Number carried per mile of main railway track operated.....	136,322
Number of car miles run.....	193,994
Average number of persons employed.....	33
If the Company commenced operation during the year, give the date.....	
Average amount received from each passenger.....	6.0 cents
Amount of passenger earnings per mile of road.....	$10,259 60
Freight:	
Number of tons freight earning revenue.....	12
Number of tons freight carried per mile of road	1.57
Average amount received for each ton of freight.....	$3.75
Average receipts per ton of freight per mile.....	54
Average rate of speed of passenger cars per hour.....	12 miles
Average rate of speed of freight cars per hour.....	.....

Description of Equipment.	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with Fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars.....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
Open passenger cars....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....

Miscellaneous Equipment.

	Total number
Barges and omnibuses.....	
Carts and snow sleds.....	
Other railway rolling stock.....	
Other highway vehicles.....	
Horses.....	
Other items of equipment.....	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power.)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned leased, etc.	Total operated
Length of railway line.....	5.848	.....	1.132	6.98	6.98
Length of second main track.....	.2	.....	.....	.2	.2
Total length of main track.....	6.048	.....	.....	7.18	7.18
Length of sidings, switches, etc.....	1.6	.....	.....	1.6	1.6
Total, computed as single track	7.648	.....	.....	8.78	8.78
Length of line under construction.....		.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No Ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	65	.....	2,460	.....

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton and Dundas.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With T.H. & B. Ry., James & Hunter	.....	D.R. gates	2	2
No. junctions with other railways	3	.....	.....	.....
No. of overhead bridges	1	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
No. of overhead bridges above rail level	15	.....	.....	.....
Radius of sharpest curve	40	.....	.....	.....
No. of feet per mile of heaviest gradient	7%	.....	.....	.....
Gauge of railway	4 ft. 8½ in.	.....	.....	.....
Width of devil strip	5 ft.	.....	.....	.....
Total number of tracks at crossings			.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.
December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						2
Total						2

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		6				6
Employees						
Other persons		1				1
Totals		7				7

STATEMENT OF EACH ACCIDENT.

.....
.....
.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors		10			
Conductors	9		$3 80	$4 20	$4 80
Motormen	9		3 80	4 20	4 80
Starters					
Roadmen	10		4 50		
Linemen	1		6 00		
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics	4		5 25		
Car Cleaners	1		4 25		
Average number of employees	34				
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION.

Corporate name and address of the Company: The Hamilton & Dundas Street Railway Company, Hamilton, Ont.

Names and business addresses of principal officers: President, John Dickenson, Hamilton; Vice-President, James Dixon, Hamilton; Treasurer, James Dixon, Hamilton; Clerk of Corporation, Geo. S. Fearman, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A.; General Manager, E. P. Coleman; Superintendent, Geo. E. Waller.

Name of Officer, and address to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton.

Names and residence of Board of Directors: J. R. Moodie, Hamilton; James Dixon, W. C. Hawkins, John Dickenson, W. E. Phin, F. R. Mackelcan, Toronto; J. W. MacDonnell, Toronto.

ANNUAL REPORT OF THE

HAMILTON, GRIMSBY & BEAMSVILLE RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Names of Municipalities in which railway operates: Hamilton, Grimsby and Beamsville.
Name of Company: Hamilton, Grimsby and Beamsville Railway Company, Limited.
Date of incorporation: Ontario, 1892, chapter 95, April 14th; 1897, chapter 97, 1901, chapter 80; 1907, chapter 99.
Dates of subsequent legislation: By-law 180, Beamsville, 1926; By-law 238, Beamsville, 1926; By-law 687, Beamsville, 1918; By-law 108, Beamsville, 1916; By-law 1145, Clinton, 1926; By-law 344, Lincoln, 1926; By-law 338, Barton, perpetual; By-law 395, Saltfleet, perpetual.
Date of expiry of franchise:
Amount paid to Municipality per year per mile of track: Lincoln, $50.00; Hamilton, $300.00.
Further amounts, if any, paid to Municipality by way of percentage earnings: None.

Total amount paid to Municipality during year for franchise	$837 87
Appraised value of plant and tracks for purposes of taxation	114,085 00
Total taxes paid during year to Municipality	4,399 21
Amount of aid received from Municipality, if any	None
Power consumed per car mile in kilowatt hours	
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	4.55 cents
Average speed of cars	15 miles

State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Water and steam.
Give number of power houses: Two substations.

General Exhibit:

Gross earnings from operation		$202,371 05
Operating expenses		211,460 79
Net earnings from operation		$9,089 74
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		$9,089 74
Charges upon income accrued during the year:		
Interest on funded debt	$7,500 00	
Interest and discount on unfunded debts and loans	11,188 78	
Taxes, Municipal	$4,399 21	
Taxes, Provincial	245 90	
Taxes, Commutation	837 87	
	5,482 98	

Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		$24,171 76
Net divisible income		$33,261 50
Dividends declared .....per cent. on $.....		
.....per cent. on		
Total dividends declared		.....
Deficit for the year ending December 31, 1922		$ 33,261 50
Amount of deficit, December 31, 1921		170,544 23
Credits to profit and loss account during the year	.....	
Total credits	.....	
Debits to profit and loss account during the year:		
Reserve for depreciation	$ 19,516 64	
Total debits	.....	
Net amount credited to profit and loss		19,516 64
Total surplus or deficit, December 31, 1922		$223,322 37

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$144,262 28
" carriage of mails	750 00
" carriage of express and parcels	8,370 91
" carriage of freight	35,796 03
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	11,775 02
" advertising in cars	350 00
" interest on deposits	.....
Other earnings from operation: Chartered cars	1,066 81
Gross earnings from operation	$202,371 05
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	$13,305 03
General office expenses and supplies	2,017 68
Legal expenses	388 14
Insurance	953 75
Switching charges, if any	.....
Other general expenses:	
Advertising	40 42
Incidental	326 70
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	26,026 55
Repair of electric line construction	6,995 38
Repair of buildings	1,191 37
Maintenance of Equipment:	
Repair of cars	15,811 77
Repair of electric equipment of cars	8,594 42
Repair of miscellaneous equipment	3,469 26
Provender and stabling	1,023 87

Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net....	$ 30,677 96
Wages and compensation of persons employed in conducting transportation	58,555 10
Removal of snow and ice	748 46
Damages for injuries to persons and property	6,657 47
Tolls for trackage over other railways	.....
Rentals of buildings and other property	26,937 00
Other transportation expenses:	
Supplies on cars	6,223 02
Heating and incidental	1,517 44
Total operating expenses	$211,460 79

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		.....
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		

Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$499,148 81
Cash and current assets:		
Cash	.....	
Bills and accounts receivable	$14,565 26	
Sinking and other special funds	.....	
Other cash and current assets: Fire insurance	567 00	
Total cash and current assets		15,132 26
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—Deficit		223,322 37
Total		$737,603 44
Liabilities:		
Capital stock, common		$235,000 00
Capital stock, preferred		.....
Total capital stock		$235,000 00
Funded debt		150,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	$194,762 72	
Audited vouchers and accounts	85 68	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	12 50	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Maintenance and Renewal Fund	37,843 10	
Accident Insurance Reserve	1,712 21	
Total current liabilities		234,416 21
Accrued liabilities:		
Interest accrued and not yet due	$1,250 00	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Legal	382 79	
Total accrued liabilities		1,632 79
Sinking and other special funds:		
Reserve for depreciation	$116,554 44	
Total sinking and other special funds		116,554 44
Profit and loss balance—Surplus		.....
Total		$737,603 44

Capital Stock—Real Estate Mortgages.

Capital stock:		
Capital stock authorized by law, common	$235,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$235,000 00	
Capital stock authorized by votes of company, common	$235,000 00	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	$235,000 00	
Capital stock issued and outstanding, common		$235,000 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$235,000 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$235,000 00
Number of shares issued and outstanding, common	2,350	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	2,350	
Number of stockholders, common	8	
Number of stockholders, preferred	.....	
Total number of stockholders	8	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Funded Debt—Sinking and Other Special Funds.

Funded Debt—Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
First Mortgage	5	May 1, 1933	$150,000 00	$7,500 00
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	$150,000 00	$7,500 00

Sinking and Other Special Funds

Amount, December 31, 1921, of maintenance and renewal fund	$37,843 10
of accident insurance fund	102 37
Total, December 31, 1921	$37,945 47
Additions during the year to.....fund	.....
accident insurance fund	1,609 84
Total, including additions	$39,555 31
Deductions during the year from.....fund	.....
from.....fund	.....
Total sinking and other special funds, December 31, 1922	$39,555 31

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	1,007,778
Number carried per mile of main railway track operated	38,465
Number of car miles run	383,397
Average number of persons employed	75
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	14.3 cts.
Amount of passenger earnings per mile of road	6,383 29
Freight:	
Number of tons freight earning revenue	526 42
Number of tons freight carried per mile of road	2,009
Average amount received for each ton of freight	68 cts.
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	15 miles
Average rate of speed of freight cars per hour	15 miles

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow Plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with Electric heaters
Box passenger cars	8	...	...	...	4	...	...	...	...	...	...	...	...	12	4	8
Open passenger cars	2	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power.)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned leased, etc.	Total operated
Length of railway line	22.6	.....	.....	22.6	22.6
Length of second main track	.....	.....	.....	.....	.....
Total length of main track	22.6	.....	.....	22.6	22.6
Length of sidings, switches, etc	3.6	.....	.....	3.6	3.6
Total, computed as single track	26.2	.....	.....	26.2	26.2
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried—For Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Description of Road Bed, Etc.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	56	.....	2,540	.....
.....	.....	65	.....	2,540	.....
.....	.....	84	.....	528	Steel ties in concrete.

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton, Grimsby and Beamsville.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With T. H. & B. Ry, Maple Ave.		D.R.	1	1
With G.T.R., Main and Ferguson		D.R. Watchman	1	1
No. junctions with other railways	2			
No. of overhead bridges				
No. of highway crossings				
Height of overhead bridges above rail level				
Radius of sharpest curve	45			
No. of feet per mile of heaviest gradient				
Gauge of railway				
Width of devil strip	4 ft. 8 in.			
Total number of tracks at crossings			2	2

Number of above crossings at which frogs are inserted in the tracks 2

GENERAL REMARKS AND EXPLANATIONS.

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.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property		2				
Damage to property of Municipality						
Damage to private property		4				
Total		6				

Total amount paid during year for damages caused by accidents .....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injury
Passengers		4				4
Employees						
Other persons		3				3
Totals		7				7

STATEMENT OF EACH ACCIDENT.

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.....

WAGES STREET RAILWAY COMPANY'S OR RADIAL RAILWAYS.

	No. employed.	Average No. of hours on duty per day.	Wages per day.		
			1st year.	2nd year.	3rd year.
Inspectors	.....	.....	.....	.....	.....
Conductors	15	10	$3 80	$4 20	$4 80
Motormen	15	.....	3 80	.....	.....
Starters	.....	.....	.....	.....	.....
Roadmen	12	.....	4 50	.....	.....
Linemen	2	.....	6 00	.....	.....
Engineers—sub-station men	7	.....	4 00	.....	.....
Blacksmiths	2	.....	5 15	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	2	.....	5 80	.....	.....
Armature winders	1	.....	5 80	.....	.....
Machinists and mechanics	7	.....	5 25	.....	.....
Car cleaners	2	.....	4 25	.....	.....
Average number of employees	66	.....	.....	.....	.....
Watchmen	1	.....	4 90	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Hamilton, Grimsby and Beamsville Railway Company, Limited.

Names and business address of principal officers: President, Wm. C. Hawkins, Hamilton; Vice-President, John Dickenson, Hamilton; Treasurer, James Dixon, Hamilton; Clerk of Corporation, Geo. D. Fearman, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A.; General Manager, E. P. Coleman; Superintendent, Geo. E. Waller.

Name of officer, and address, to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton.

Names and residence of Board of Directors: J. R. Moodie, Hamilton; James Dixon, Hamilton; Wm. C. Hawkins, Hamilton; John Dickenson, Hamilton; W. E. Phin, Hamilton; Sir John M. Gibson, Hamilton; Robert Hobson, Hamilton.

ANNUAL REPORT OF THE

HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Franklin Township, District of Muskoka.
Name of Company: The Huntsville and Lake of Bays Railway Company.
Date of Incorporation: April 30th, 1900.
Dates of subsequent legislation: May 22nd, 1903 and April 9th, 1907.
Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track.....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings % on $.....
Total amount paid Municipality during year for franchise.....
Appraised value of plant and tracks for purposes of taxation..... $5,050 00
Total taxes paid during year to Municipality..... 64 00
Amount of aid received from Municipality if, any.....
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars: About 8 miles.
State if power is purchased or generated by Company: By Company.
State if power is generated by steam or water power: Steam.
Give number of power houses: Two engines—(small locomotives).

General Exhibit:

Gross earnings from operation			$7,832 00
Operating expenses			4,485 50
Net earnings from operation			$3,346 50
Miscellaneous income		.....	
Total miscellaneous income			.....
Gross income above operating expenses			.....
Charges upon income accrued during the year:			
Interest on funded debt		.....	
Interest and discount on unfunded debts and loans		.....	
Taxes, Municipal	$64 00		
Taxes, Provincial	.....		
Taxes, Commutation	.....	$64 00	
Rentals of leased railways	.....		
Payments to sinking and other special funds	.....		
Other deductions from income	.....		
Total charges and deductions from income			$64 00
Net divisible income			$3,282 50
Dividends declared interest 6% per cent. on $27,800 00		$1,668 00	
.....per cent. on		.....	
Total dividends declared			1,668 00
Surplus or deficit for the year ending December 31, 1922			$1,614 50
Amount of surplus or deficit, December 31, 1921			1,255 01
Credits to profit and loss account during the year		.....	
Total credits		.....	

Debits to profit and loss account during the year:		
Depreciation reserve account 1921, 1922	$2,000 00	
H. & L. of B. & L. S. Nav. Co. account	255 01	
Total debits	$2,255 01	
Net amount credited to profit and loss		$2,255 01
Total surplus or deficit, December 31, 1922		$614 50

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$2,544 02
" carriage of mails	35 00
" carriage of express and parcels / " carriage of freight	4,239 32
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	193 35
" interest on deposits	.....
Other earnings from operation: Lumber transfer	368 18
Bark transfer	452 13
Gross earnings from operation	$7,832 00
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants	.....
General office expenses and supplies	$8 40
Legal expenses	.....
Insurance	221 11
Switching charges, if any	.....
Other general expenses: Water service	5 03
Boiler inspection	15 00
Maintenance of roadbed and buildings:	
Repair of roadbed and track	250 00
Repair of electric line construction	.....
Repair of buildings	.....
Maintenance of equipment:	
Repair of cars / Repair of equipment of cars / Repair of miscellaneous equipment / Provender and stabling	894 88
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	.....
Wages and compensation of persons employed in conducting transportation	2,197 26
Removal of snow and ice	.....
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses: Fuel—coal	832 06
Oil, grease and waste	61 76
Total operating expenses	$4,485 50

Property Accounts—Additions and Deductions During the Year.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		.....

Additions to equipment:		
Additional cars (one in number)	$894 95	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		$894 95
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year 1922		$894 95

General Exhibit for the Year.

General Balance Sheet.

Assets:		
Cost of railway:		
Roadbed and tracks	$15,045 79	
Electric line construction, including poles, wiring, feeder lines, etc	.....	
Interest accrued during construction of railway	2,325 43	
Engineering and other expenses incident to construction	2,814 16	
Other items of railway cost	.....	
Total cost of railway owned		$20,185 38
Cost of equipment:		
Passenger cars and other rolling stock	$7,678 34	
Electric equipment of same	.....	
Other items of equipment: One 10-ton loading crane	1,760 71	
One steam water pump	165 00	
Total cost of equipment owned		9,604 05
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		390 73
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		.....
Cash and current assets:		
Cash	.....	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
In hands, Huntsville, Lake of Bays and L. S. Nav. Co. Ltd.	$1,104 48	
Total cash and current assets		$1,104 48

Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—deficit		.....
Total		$31,284 64
Liabilities:		
Capital stock, common		$27,800 00
Capital stock, preferred		.....
Total capital stock		$27,800 00
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
The H. & L. of B. & L. S. Nav. Co. Ltd. current account 1922 for open car purchased in 1922 and not settled for—balance due	$870 14	
Total current liabilities		870 14
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Depreciation account, reserve account, years 1921, 1922	$2,000 00	
Total sinking and other special funds		2,000 00
Profit and loss balance—surplus		614 50
Total		$31,284 64

Capital Stock—Real Estate Mortgages.

Capital Stock:		
Capital stock authorized by law, common	$50,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$50,000 00	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$27,800 00
Capital stock issued and outstanding, common		$27,800 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$27,800 00

Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common.	278	
Number of shares issued and outstanding, preferred.	.....	
Total number of shares outstanding	278	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	6	
Amount of stock held, common		$27,800 00
Amount of stock held, preferred		.....
Total stock held		$27,800 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
No mortgaged property	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, Etc.	Rate of interest.	Day of maturity.	Amount outstanding.	Interest paid during the year.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

SINKING AND OTHER SPECIAL FUNDS.

Amount December 31, 1921, of.....fund		.....
of depreciation reserve fund		$1,000 00
Total, December 31, 1921		$1,000 00
Additions during the year to depreciation reserve fund	$1,000 00	
to.....fund		1,000 00
Total including additions		$2,000 00
Deductions during the year from.....fund	.....	
from.....fund		.....
Total sinking and other special funds, December 31, 1922		$2,000 00

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	17,417
Number carried per mile of main railway track operated	17,417
Number of car miles run	.....
Average number of persons employed	0.6
If the Company commenced operation during the year, give the date: April 29th to November 21st.	
Average amount received from each passenger	14.6 cts.
Amount of passenger earnings per mile of road	$1,769 76
Freight:	
Number of tons freight earning revenue	est. 4,575
Number of tons freight carried per mile of road	4,575
Average amount received for each ton of freight	1.1060
Average receipts per ton of freight per mile	98.79 cts.
Average rate of speed of passenger cars per hour	about 8 miles
Average rate of speed of freight cars per hour	4 miles

Description of equipment.	No. of motor cars.	Cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars freight.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with Fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	....	2	....	....	2	....	....	5	....	....	....	....	....	....	....	....
Open passenger cars	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Miscellaneous Equipment.

	Total Number
Barges and omnibuses	None
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment: One 10-ton loading crane (equipped with car wheels)	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Steam Power).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	1 7/16 miles	....	....	....	....
Length of second main track	....	....	....	....	....
Total length of main track	1 7/16 miles	....	....	....	....
Length of sidings, switches, etc	5/16 miles	....	....	....	....
Total, computed as single track	1 3/4 miles	....	....	....	....
Length of line under construction	None	....	....	....	....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour.		Grain.		Live Stock		Lumber.				All other articles.	Total tonnage.	Remarks
Bbls.	Tons.	Bush	Tons	No.	Tons	Ft., B.M	Tons	Cords.	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	Bark	.....	.....	.....	All tonnage estimated, not weighed by the Company.
.....	.....	.....	.....	.....	.....	177,360′	360	301½	315	3,900	4,575	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

NOTE—All freight, lumber, bark, etc., handled by Company to and from off scows and boats.

DESCRIPTION ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
1¾	.....	90 lbs.	.....	Est. 1,800	Operated only during the season of open navigation in each year from about May 1st to November 20th.
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: Village of Portage, Ont., in the unorganized Township of Franklin and District of Muskoka, between Penisular Lake and Lake of Bays.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads.	Unprotected.	How protected.	Number of tracks at crossing.	
			Railroad tracks.	Railway tracks.
Crossings of railway with railroads at grade (.....in number), viz:—				
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
With.....	.....	.....	.....	.....
No. junctions with other railways...	None	.....	.....	.....
No. of overhead bridges.....	None	.....	.....	.....
No. of highway crossings.....	3	.....	.....	.....
Height of overhead bridges above rail level.....	.....	.....	.....	.....
Radius of sharpest curve.....	.....	.....	.....	.....
No. of feet per mile of heaviest gradient.....	.....	.....	.....	.....
Gauge of railway.....	44½″	.....	.....	.....
Width of devil strip.....	.....	.....	.....	.....
Total number of tracks at crossings.....			2	.....

Number of above crossings at which frogs are inserted in the tracks.....

General Remarks and Explanations.

Operated along public highway for the greater part of length of railway, i.e., between points commonly known as North Portage and South Portage.

Summary of Accidents to Property.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents: Nil.

Accidents to Persons.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

Statement of Each Accident.

Wages Street Railway Company or Radial Railway.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

Corporate Organization.

Corporate name and address of the Company: The Huntsville and Lake of Bays Railway Company, Huntsville, Ont.

Names and business address of principal officers: President, Chas. O. Shaw, Huntsville, Ont.; Vice-President, Chas. G. Shaw, Huntsville, Ont.; Treasurer, John W. McKee, Huntsville, Ont.; General Counsel, Thomas Johnson, Bracebridge, Ont.; Auditor, Ed. S. Rombough, Bracebridge, Ont.; General Manager, Wm. J. Moore, Huntsville, Ont.; Superintendent, Joseph St. Amon, Portage.

Name of officer and address, to whom correspondence regarding this report should be addressed: Wm. J. Moore, General Manager and Secretary, Huntsville, Ont.

Names of Board of Directors: Charles O. Shaw, Charles G. Shaw, John W. McKee, William J. Moore, Charles W. Conway.

ANNUAL REPORT OF THE

INTERNATIONAL TRANSIT COMPANY

For the Year Ending December 31, 1922.

General Information:

Name of Municipality in which railway operates: Sault Ste. Marie, Ont.
Name of Company: The International Transit Company.
Date of Incorporation: May 22, 1888.
Date of subsequent legislation: August 12, 1902.
Date of expiry of franchise: July 1, 1926.
Amount paid to Municipality per year per mile of track: None.
Further amounts, if any, paid to Municipality, by way of percentage earnings: None.
Total amount paid Municipality during year for franchise: None.
Appraised value of plant and tracks for purposes of taxation: Specific tax under L.S. Corp.
Total taxes paid during year to Municipality: $250.00 Specific Tax; $1,037.62 Ferry prop. and Local Imp.
Amount of aid received from Municipality, if any: None.
Power consumed per car mile in kilowatt hours: About 3.95.
Cost per horse power for motive power used in operating plant: $25.00 per H.P. per year.
Cost of power per kilowatt per hour: About 1¼ cents.
Cost of power per car mile: 4.95 cents.
Average speed of cars: 10 miles per hour.
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Water power.
Give number of power houses: One.

General Exhibit:

Gross earnings from operation:		
Ferry	$43,776 76	
Railway	66,620 90	
		$110,397 66
Operating expenses:		
Ferry	$33,349 24	
Railway	55,262 47	
		88,611 71
Net earnings from operation		$21,785 95
Miscellaneous income:		
Interest, etc.	$27 00	
Total miscellaneous income		27 00
Gross income above operating expenses		$21,812 95
Charges upon income accrued during the year:		
Interest on funded debt	$3,125 00	
Interest and discount on unfunded debts and loans	6,920 65	
Taxes, Municipal	$1,287 62	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
	1,287 62	

Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income:		
Inventory adjustments	$257 66	
Depreciation	20,000 00	
	$20,257 66	
Total charges and deductions from income		$31,590 93
Net divisible deficit		$9,777 93
Dividends declared.....per cent. on $.....	.....	
.....per cent. on	.....	
Total dividends declared		.....
Deficit for the year ending December 31, 1922		$9,777 93
Amount of surplus, December 31, 1921		77,951 06
Credits to profit and loss account during the year:	.....	
Total credits	.....	
Debits to profit and loss account during the year	.....	
Total debits		.....
Net amount credited to profit and loss		.....
Total surplus, December 31, 1922		$68,173 08

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$65,428 66
" carriage of mails	400 00
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	675 00
" interest on deposits	.....
Other earnings from operation: Misc. station and car privileges	117 24
Gross earnings from operation	$66,620 90
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$2,421 93
General office expenses and supplies	903 60
Legal expenses	825 29
Insurance	3,126 03
Switching charges, if any	.....
Other general expenses	.....
Maintenance of roadbed and buildings:	
Repair of roadbed and track	2,265 91
Repair of electric line construction	329 56
Repair of buildings	.....
Maintenance of equipment:	
Repair of cars	4,224 53
Repair of electric equipment of cars	3,322 19
Repair of miscellaneous equipment	1,765 92
Provender and stabling: Superintendence	720 00

Transportation expenses:		
Cost of electric motive power, $11,250.00; less power sold, $.....; net		$11,250 00
Wages and compensation of persons employed in conducting transportation		20,259 40
Removal of snow and ice		626 81
Damages for injuries to persons and property		.....
Tolls for trackage over other railways		.....
Rentals of buildings and other property: Car service and station expense		3,221 30
Other transportation expenses		.....
Total operating expenses		$55,262 47

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length, 900 feet)	.....	
New electric line construction (length, 900 feet)	$1,118 50	
Other additions to railway	.....	
Total additions to railway		$1,118 50
Additions to equipment:		
Additional cars (5 in number) "In trust"	$43,866 25	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Fare boxes and misc. expenses	368 98	
Total additions to equipment		$44,235 23
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings	.....	
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		$45,353 73
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$45,353 73

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	$169,636 99	
Electric line construction, including poles, wiring, feeder lines, etc.	28,784 68	
Interest accrued during construction of railway	5,450 28	
Engineering and other expenses incident to construction	3,543 52	
Other items of railway cost: Miscellaneous	10,543 82	
Total cost of railway owned		$217,959 29
Cost of equipment:		
Passenger car and other rolling stock	$76,446 48	
Electric equipment of same	24,055 05	
Other items of equipment	3,655 28	
Total cost of equipment owned		104,156 81

Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment, other buildings necessary for operation of railway	$26,086 76	
Total cost of land and buildings owned		$26,086 76
Other permanent property:		
Rights, contracts	$84,013 94	
Ferry boat and other equipment	113,458 24	
Total cost of other permanent property owned		197,472 18
Total permanent investments		$545,675 04
Cash and current assets:		
Cash	$4,185 48	
Bills and accounts receivable	834 97	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Prepaid and open accounts	1,336 56	
Total cash and current assets		6,357 01
Miscellaneous assets:		
Materials and supplies	$7,112 46	
Other assets and property	.....	
Total miscellaneous assets		7,112 46
Profit and Loss Balance—Deficit		.....
Total		$559,144 51
Liabilities:		
Capital stock, common		$150,000 00
Capital stock, preferred		.....
Total capital stock		$150,000 00
Funded debt		52,500 00
Real estate mortgages		.....
Liability for equipment in trust		28,496 87
Current liabilities:		
Loans and notes payable	$109,675 00	
Audited vouchers and accounts	4,673 44	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
U.S. Alien Per Capita Fund	4,576 00	
Advance billing—Outstanding tickets	181 06	
Total current liabilities		119,105 50
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Accrued interest	$14 90	
Total accrued liabilities		14 90
Sinking and other special funds:		
Reserve for depreciation	126,499 08	
Reserve for injuries and damages	14,355 08	
Total sinking and other special funds		140,854 16
Profit and loss balance—Surplus		68,173 08
Total		$559,144 51

Capital Stock—Real Estate Mortgages.

Capital Stock:		
Capital stock authorized by law, common	$150,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$150,000 00	
Capital stock authorized by votes of company, common	150,000 00	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	$150,000 00	
Capital stock issued and outstanding, common	150,000 00	
Capital stock issued and outstanding, preferred	.....	
Total capital stock outstanding		$150,000 00
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$150,000 00
Number of shares issued and outstanding, common	3,000	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	3,000	
Number of stockholders, common	8	
Number of stockholders, preferred	.....	
Total number of shareholders	8	
Amount of stock held, common	$150,000 00	
Amount of stock held, preferred	.....	
Total stock held	$150,000 00	

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Funded Debt—Sinking and Other Special Funds.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
First mortgage	5%	July 1, 1912, and $20,000 00 annually thereafter.	$52,500 00	$3,125 00
Totals	.....	.....	$52,500 00	$3,125 00

Sinking and Other Special Funds.

Amount, December 31, 1921, of reserve for depreciation fund		$107,557 68
of reserve for public liability fund		13,277 85
Total, December 31, 1921		$120,835 53
Additions during year to reserve for depreciation fund	$20,000 00	
reserve for public liability fund	1,332 39	
		21,332 39
Total, including additions		$142,167 92
Deductions during the year from reserve for depreciation fund	$1,058 60	
from public liability fund	255 16	
		1,313 76
Total sinking and other special funds, June 30, 1921		$140,854 16

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	1,441,303
Number carried per mile of main railway track operated	63
Number of car miles run	229,676
Average number of persons employed (in street railway operation)	20
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	.05
Amount of passenger earnings per mile of road	22,206 96
Freight:	
Number of tons freight earning revenue	None
Number of tons freight carried per mile of road	"
Average amount received for each ton of freight	"
Average receipts per ton of freight per mile	"
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with Stoves	Equipped with electric heaters
Box passenger cars	14	3	...	...	...	...	...	...	...	...	...	...	1	14	1	14
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock: Trolley wagon	1
Other highway vehicles	
Horses	

Other items of equipment:

Ferry boat but not used in connection with street railway operation.

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	3.80	.....	.....	.....	3.33
Length of second main track	1.17	.....	.....	.....	1.17
Total length of main track	4.97	.....	.....	.....	4.50
Length of sidings, switches, etc.	.09	.....	.....	.....	.09
Total, computed as single track	5.06	.....	.....	.....	4.59
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried for Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Description of Road Bed, Etc.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	80	.....	.....	13,700 ft. on 6 in. concrete base; balance on rock or cinder ballast.
.....	.....	85	.....	.....	

Names of the several cities and towns in which the railways operated by the Company are located: Sault Ste. Marie, Ont. Ferry boat operates between Sault Ste. Marie, Ont., and Sault Ste. Marie, Mich.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With C.P.R.	.....	Interlocker	Steam 1	Electric 1
No. junctions with other railways	.....	1	.....	.....
*No. of overhead bridges	.....	1	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	22 ft. 6 in.	.....	.....
Radius of sharpest curve	.....	50 ft.	.....	.....
No. of feet per mile of heaviest gradient, 5% grade on approach to overhead bridge.				
Gauge of railway	.....	4 ft. 8½ in.	.....	.....
Width of devil strip	.....	5 ft. 3 in.	.....	.....
Total number of tracks at crossings	.....		1	1

Number of above crossings at which frogs are inserted in the tracks..... None

GENERAL REMARKS AND EXPLANATIONS.

*Street railway track crosses A. C. and H. B. Ry. Co. tracks on overhead bridge and heaviest gradient in street railway track occurs on approach on either side of this bridge.

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	.....	.....	.....	.....	.....	2
Damage to property of Municipality	.....	.....	.....	.....	.....	.....
Damage to private property	.....	.....	.....	.....	.....	2
Total	.....	.....	.....	.....	.....	.....

Total amount paid during year for damages caused by accidents: $67.50.

ACCIDENTS TO PERSONS.

Killed or injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons				1		1
Totals				1		1

STATEMENT OF EACH ACCIDENT.

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Repairmen	2	10	40	42	45
Conductor-motorman (one man operators)	12	10	40	42	45
Starters					
Laborer	1	10	35	35	35
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees					
Watchmen	1		36	36	36
Switchmen and crossing tenders	2	10	95	per mo.	

CORPORATE ORGANIZATION.

Corporate name and address of the Company: The International Transit Company, Sault Ste. Marie.

Names and business address of principal officers: President, James O. Heyworth, Harvester Bldg., Chicago, Ill.; 1st Vice-President, Martin J. Insull, Edison Bldg., Chicago, Ill.,; 2nd Vice-President, John A. McPhail, Sault Ste. Marie, Ont.; Treasurer, Oliver E. McCormick, Edison Bldg., Chicago, Ill.; General Counsel, John A. McPhail, Sault Ste. Marie, Ont.; Auditor, J. M. McNeil, Sault Ste. Marie, Ont.; General Manager, A. E. Pickering, Sault Ste. Marie, Ont.; Superintendent, James Summerhayes, Sault Ste. Marie, Ont.

Name of officer, and address, to whom correspondence regrading this report should be addressed: John M. McNeil, Auditor, Sault Ste. Marie, Ont.

Names and residence of Board of Directors: James O. Heyworth, Chicago; Martin J. Insull, Chicago; John A. McPhail, Sault Ste. Marie, Ont.; Samuel Insull, Chicago; Donald R. McLennon, Chicago; James L. Martin, Chicago; Stedman Buttrick, Boston.

ANNUAL REPORT OF THE

KINGSTON, PORTSMOUTH & CATARAQUI ELECTRIC RAILWAY COMPANY.

For the Year Ending December 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Kingston, Ontario.
Name of Company: Kingston, Portsmouth and Cataraqui Electric Railway Company.
Date of Incorporation: February 10th, 1876.
Dates of subsequent legislation: 39, vic. 74.
1893, chap. 91.
1895, chap. 105.
1891, chap. 61.
1904, chap. 79.
1906, chap. 11.

Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track: None.
Further amounts, if any, paid to Municipality by way of percentage earnings % on $: None.
Total amount paid Municipality during year for franchise: None.
Appraised value of plant and tracks for purposes of taxation..... $25,000 00
Total taxes paid during year to Municipality..... $1,129 80
Amount of aid received from Municipality, if any: Exemption from taxes on all property used exclusively for street railway purposes.
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour: 1⅘ cents.
Cost of power per car mile: 2 cents per mile approximately.
Average speed of cars: 9 miles per hour.
State if power is purchased or generated by Company: Purchased from the city.
State if power is generated by steam or water power: Steam.
Give number of power houses: One owned by the City of Kingston.

General Exhibit for the Year.

General Exhibit:			
Gross earnings from operation			$71,059 57
Operating expenses			71,443 88
Net earnings from operation			.....
Miscellaneous income:			
C.P.R. stock	$231 84		
Interest on special savings	189 19		
Interst on bonds	1,186 38		
Total miscellaneous income			$1,607 41
Gross income above operating expenses			$1,023 10
Charges upon income accrued during the year:			
Interest on funded debt		$4,000 00	
Interest and discount on unfunded debts and loans		.....	
Taxes, Municipal	.....		
Taxes, Provincial	.....		
Taxes, Commutation	.....		
Rentals of leased railways		.....	
Payments to sinking and other special funds		.....	
Reserve for damages		3,294 37	
Other deductions from income		.....	
Canada Hotels Limited		400 00	
Total charges and deductions from income			7,694 37
Deficit			$6,471 67

Dividends declared.....per cent. on $.....	.....	
.....per cent. on $.....	.....	
Total dividends declared.....		.....
Deficit for the year ending December 31, 1922.....		$6,471 67
Amount of surplus or deficit December 31, 1921.....		.....
Credits to profit and loss account during the year.....	.....	
Total credits.....	.....	
Debits to profit and loss account during the year		
Total debits.....	.....	
Net amount credited to profit and loss.....		.....
Total surplus or deficit December 31, 1922.....		$25,061 74

Earnings and Expenses of Operation.

Earnings from Operation:		
Receipts from passengers carried.....		$68,868 23
" carriage of mails.....		.....
" carriage of express and parcels.....		.....
" carriage of freight.....		.....
" tolls for use of tracks by other companies.....		.....
" rentals of buildings and other property, rents.....		1,741 34
" advertising in cars.....		450 00
" interest on deposits.....		.....
Other earnings from operation.....		.....
Gross earnings from operation.....		$71,059 57
Expenses of Operation:		
General expenses:		
Salaries of general officers and clerks and attendants.....		$5,180 50
General office expenses and supplies:		
Office expenses.....	$352 43	
Postage.....	77 23	
		429 66
Legal expenses.....		231 50
Insurance.....		1,598 60
Switching charges, if any.....		.....
Other general expenses:		
Income Tax.....	$591 59	
Expenses.....	1,175 20	
Oil and grease.....	174 16	
Taxes.....	1,129 80	
Water and light.....	141 73	
Advertising.....	318 85	
Printing and stationery.....	386 69	
Machine shop expenses.....	81 11	
		3,999 13
Maintenance of roadbed and buildings:		
Repair of roadbed and track, ordinary repairs.....		4,849 88
Repair of electric line construction.....		1,104 56
Repair of buildings.....		1,757 30
Maintenance of equipment:		
Repair of cars, wages.....		9,861 50
Repair of electric equipment of cars.....		5,350 07
Repair of miscellaneous equipment.....		.....
Provender and stabling.....		.....

Transportation expenses:	
Cost of electric motive power, $6,204.66; less power sold, $.....; net	$ 6,204 66
Wages and compensation of persons employed in conducting transportation, motormen and conductors	22,922 20
Removal of snow and ice	672 31
Damages for injuries to persons and property	118 90
Tolls for trackage over other railways, Lake Ontario Park	1,016 45
Rentals of buildings and other property	.....
Other transportation expenses: Ontario Street track	6,146 66
Total operating expenses	$71,443 88

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		.....
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned	.....	
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned	.....	

Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned	.....	
Other permanent property	.....	
Total cost of other permanent property owned	.....	
Total permanent investments	.....	
Cash and current assets:		
Cash	.....	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets	.....	
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets	.....	
Profit and loss balance—deficit	.....	
Total	.....	

NOTE—The Company now operating this road acquired it when insolvent by purchasing the outstanding debts and stocks.

A financial reorganizing was authorized and carried into effect pursuant to 6 Edw. VII, chap. 3, nothing was paid on bonded indebtedness until July 15th, 1906.

The annual charge is $4,000.

Liabilities:		
Capital stock, common		$40,000 00
Capital stock, preferred		43,100 00
Total capital stock		$83,100 00
Funded debt		.....
Real estate mortgages		100,000 00
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$4,848 26	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		4,848 26
Accrued liabilities:		
Interest accrued and not yet due	$2,000 00	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Interest on bonds	164 98	
Total accrued liabilities		2,164 98
Sinking and other special funds	.....	
Reserve for damages	.....	
Total sinking and other special funds		$13,715 46
Profit and loss balance—surplus		25,061 94
Total		$228,890 44

Capital Stock—Real Estate Mortgages.

Capital Stock:		
Capital stock authorized by law, common	.....	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	.....	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$40,000 00
Capital stock issued and outstanding, preferred		43,100 00
Total capital stock outstanding		$83,100 00
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common.	400	
Number of shares issued and outstanding, preferred.	431	
Total number of shares outstanding	831	
Number of stockholders, common	20	
Number of stockholders, preferred	5	
Total number of stockholders	25	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

Real Estate Mortgages.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
All to secure bonds. Sec. 6, Edw. VII, chap. 3	4%	July 5, 1926	$100,000 00	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Funded Debt—Sinking and Other Special Funds.

Funded Debt— Description of bonds, etc.	Rate of interest.	Day of maturity.	Amount outstanding.	Interest paid during the year.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Sinking and Other Special Funds.

Amount December 31, 1922, of reserve for damages fund	.....	.....
of.....fund	.....	$10,421 09
Total, December 31, 1922	.....	.....
Additions during the year to.....fund	.....	.....
to.....fund	.....	$3,413 27
Total including additions	.....	$13,834 36
Deductions during the year from.....fund	.....	.....
from.....fund	.....	118 90
Total sinking and other special funds, December 31, 1922	.....	$13,715 46

Volume of Traffic—Equipment, Etc.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year	881,750
Number carried per mile of main railway track operated	110,219
Number of car miles run	199,680
Average number of persons employed	19
If the Company commenced operation during the year, give the date	
Average amount received from each passenger (revenue passenger)	$4.91
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	9 miles per hr.
Average rate of speed of freight cars per hour	

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Work cars.	Show plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	8	...	...	....	....	....	....	....	....	....	1	1	2	all	....	all
Open passenger cars	12	...	...	....	....	....	....	....	....	....	...	...	...	....	....	....

Miscellaneous Equipment.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock: None.	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	8				
Length of second main track					
Total length of main track					
Length of sidings, switches, etc					
Total, computed as single track					
Length of line under construction					

Description of Freight Carried—For Year Ending December 31, 1922.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B. M.	Tons	Cord	Tons			

Description Road Bed, Etc.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
Steel		56/60			
		90 lbs.		2,600	
		T. rails			

Names of the several cities and towns in which the railways operated by the Company are located: City of Kingston, Village of Portsmouth.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads.	Unprotected.	How protected.	Number of tracks at crossing.	
			Railroad tracks.	Railway tracks.
Crossings of railways with railroads at grade (.....in number), viz.:				
With Kingston, Pembroke Railway at Cor. of Montreal and Rideau Sts. in the City of Kingston		De-rails		One
No. junctions with other railways				
No. of overhead bridges				
No. of highway crossings				
Height of overhead bridges above rail level				
Radius of sharpest curve	45 ft.			
No. of feet per mile of heaviest gradient	5%			
Gauge of railway	4 ft. 8½ ins.			
Width of devil strip	4'4" x 4' 8½"		One	
Total number of tracks at crossings				

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY, DECEMBER 31, 1922.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents, $118.90.

ACCIDENTS TO PERSONS.

Killed or injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals	None	None				

STATEMENT OF EACH ACCIDENT.

.....
.....
.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st 6 mths.	2nd 6 mths.	2nd yr.
25c per day increase from Apr. 10, 1920					
Inspectors (all year)	1	10			$3 80
Conductors (all year)	10	10			3 35
Motormen (all year)	10	10			3 35
Starters					
Roadmen	1	10			3 50
Linemen	2	10			3 95
Engineers					
Blacksmiths	1	10			5 00
Painter	1	9			40c hr.
Carpenter	1	10			5 00
Carpenter's helper	1	10			3 55
Machinist's helper	1	10			3 55
Car cleaners					
Average number of employees					
Watchmen	1	12			21 60
Switchmen and crossing tenders					

(Seven nights.)

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Kingston, Portsmouth & Cataraqui Electric Railway Company, Kingston, Ont.

Names and business address of principal officers: President, Henry W. Richardson (deceased); Vice-President, Robt. F. Rogers (deceased); Treasurer and Secretary, William F. Nickle; Superintendent, Hugh C. Nickle.

Name of officer, and address, to whom correspondence regarding this report should be addressed: William F. Nickle, Secretary and Treasurer, Kingston, Ont.

Names and residence of Board of Directors: Henry W. Richardson, Kingston, Ont. (deceased); Robt. F. Rogers, Kingston, Ont. (deceased); William F. Nickle, Kingston, Ont.; Hugh C. Nickle, Kingston, Ont.; Capt. George Richardson (killed in action); James Richardson, Kingston, Ont.; W. D. Ross, Toronto, Ont.

ANNUAL REPORT OF THE

KITCHENER AND WATERLOO ELECTRIC STREET RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: City of Kitchener and Town of Waterloo.

Name of Company: The Kitchener and Waterloo Street Railway Company.

Date of Incorporation: Purchased from private company by City of Kitchener on May 1st, 1907.

Dates of subsequent legislation.....

Date of expiry of franchise.....

Amount paid to Municipality per year per mile of track.....$.....

Further amounts, if any, paid to Municipality by way of percentage earnings:
75% of $2,656.60 paid to City of Kitchener; 25% of $2,656.60 to Town of Waterloo

Total amount paid to Municipality during year for franchise:	
Kitchener	$1,992 45
Waterloo	664 15
Appraised value of plant and tracks for purposes of taxation	.....
Total taxes paid during year to Municipality	$461 85
Amount of aid received from Municipality, if any	None
Power consumed per car mile in kilowatt hours:	4.004
Cost per horse power for motive power used in operating plant	$31 70
Cost of power per kilowatt per hour	1.07c
Cost of power per car mile	4.7c

Average speed of cars: 12 miles per hour.
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Ontario Hydro-Electric.
Give number of power houses: One.

General Exhibit:

Gross earnings from operation		$111,273 63
Operating expenses		81,195 10
Net earnings from operation		$30,078 53
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$30,078 53
Charges upon income accrued during the year:		
Interest on funded debt	$8,584 83	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal	.....	
Taxes, Provincial	.....	
Taxes, Commutation	461 85	
Rentals of leased railways	.....	
Payments to sinking and other special funds:		
Annual payments on debenture principal	5,799 18	
Depreciation	13,168 01	
Other deductions from income	.....	
Total charges and deductions from income		28,013 87
Net divisible income		$2,064 66
Dividends declared.....per cent. on $	.....	
.....per cent. on	.....	
Total dividends declared		.....
Surplus or deficit for year ending December 31, 1922		.....
Amount of surplus or deficit, December 31, 1921		.....
Credits to profit and loss account during the year	.....	
Total credits	.....	
Debits to profit and loss account during the year	.....	
Total debits	.....	
Net amount credited to profit and loss		.....
Total surplus or deficit, December 31, 1922		$2,064 66

Earnings and Expenses of Operation.

Earnings from Operation:	
Receipts from passengers carried	$104,253 97
" carriage of mails	3,090 76
" carriage of express and parcels	165 16
" carriage of freight	.....
" tolls for use of tracks by other companies	3,031 02
" rentals of buildings and other property	9 59
" advertising in cars	723 13
" interest on deposits	.....
Other earnings from operation	.....
Gross earnings from operation	$111,273 63
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$3,681 21
General office expenses and supplies	541 11
Legal expenses	108 00
Insurance	4,156 12
Switching charges, if any	.....
Other general expenses: Interest, $234.81; Injuries and Damage, Rent and Sundries, $612.10	846 91
Crossing expense (Watchman and Repairs)	2,024 73
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	4,601 41
Repair of electric line construction	70 58
Repair of buildings	32 39
Maintenance of Equipment:	
Repair of cars	2,643 98
Repair of electric equipment of cars	3,313 60
Carpentering	1,014 92
Provender and stabling	310 61
Car service expense, $1,669.91; Barn expense, $465.16	2,135 07
Transportation Expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	12,475 66
Wages and compensation of persons employed in conducting transportation	41,604 51
Removal of snow and ice	597 23
Damages for injuries to persons and property	417 78
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses: Maple Lane station, $464.16; Tools, $155.12	619 28
Total operating expenses	$81,195 10

Property Accounts—Additions and Deductions During the Year.

Additions to railway:		
Extension of tracks (length, 4,000 feet)	$28,439 58	
New electric line construction (length, 4,000 feet)	1,203 44	
Other additions to railway	.....	
Total additions to railway		$29,643 02
Additions to equipment:		
Additional cars (five in number)	$55,636 24	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		55,636 24

Additions to land and buildings:		
Additional land necessary for operation of railway	$1,054 10	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		$ 1,054 10
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		$86,333 36
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Power house, Waterloo, sold	$1,352 73	
Total deductions from property accounts		1,352 73
Net addition to property accounts for the year		$84,980 63

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	$126,851 88	
Electric line construction, including poles, wiring, feeder lines, etc.	14,443 94	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		$141,295 82
Cost of equipment:		
Passenger cars and other rolling stock	$124,448 95	
Electric equipment of same	22,049 92	
Other items of equipment	.....	
Total cost of equipment owned		146,498 87
Cost of land and buildings:		
Land necessary for operation of railway	$5,461 79	
Electric power stations, including equipment	14,915 20	
Other buildings necessary for operation of railway:		
Maple Lane station	5,036 18	
Total cost of land and buildings owned		25,413 17
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$313,207 86
Cash and current assets:		
Cash	$1,378 32	
Bills and accounts receivable	1,512 98	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		2,891 30
Miscellaneous assets:		
Materials and supplies	$16,908 35	
Other assets and property	.....	
Total miscellaneous assets		16,908 35
Profit and loss balance—deficit		.....
Total		$333,007 51

Liabilities:		
Capital stock, common		.....
Capital stock, preferred		.....
Total capital stock		.....
Funded debt		$181,542 19
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$2,058 05	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		2,058 05
Accrued liabilities:		
Interest accrued and not yet due	$6,248 34	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities: Bank overdraft	13,678 94	
Total accrued liabilities		19,927 28
Sinking and other special funds:		
Debentures paid	$58,057 81	
Balance debenture account	69,357 52	
Total sinking and other special funds		127,415 33
Profit and loss balance—Surplus		2,064 66
Total		$333,007 51

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:		
Capital stock authorized by law, common	.....	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	.....	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		.....
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		.....
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common	.....	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	

Amount of stock held, common	
Amount of stock held, preferred	
Total stock held	

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Totals				

Funded Debt—Sinking and Other Special Funds.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Totals				

Sinking and Other Special Funds.

Amount, December 31, 192..., of.....fund,	
of.....fund,	
Total, December 31, 192...,	
Additions during the year to .....fund,	
to .....fund,	
Total, including additions	
Deductions during the year from.....fund,	
from.....fund,	
Total sinking and other special funds, December 31, 1922	

Volume of Traffic—Equipment, Etc.

Volume of Traffic, etc.	
Number of passengers paying revenue carried during the year	2,571,590
Number carried per mile of main railway track operated	451,160
Number of car miles run	263,399
Average number of persons employed	38
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	4.054c
Amount of passenger earnings per mile of road	18,291.10
Freight:	
Number of tons freight earning revenue	None
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	15	1	...	...	...	...	...	...	...	...	...	1	1	All	....	All
Open passenger cars	2	4	...	...	...	...	...	...	...	...	...	....	....	....	....	....

Miscellaneous Equipment

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power.)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	4.30	.....	.....	4.30	4.30
Length of second main track	1.40	.....	.....	1.40	1.40
Total length of main track	5.70	.....	.....	5.70	5.70
Length of sidings, switches, etc.	.38	.....	.....	.38	.38
Total, computed as single track	6.08	.....	.....	6.08	6.08
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried for Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: City of Kitchener, Town of Waterloo.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:				
With G.T. Ry at King St., Kitchener	.....	interlocks	3	1
With G.T. Ry at Waterloo	.....	interlocks	2	1
With Grand River Ry. at Wilmot St., Kitchener	Yes	.....	1	1
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	2	.....	.....	.....
No. of highway crossings	None			
Height of overhead bridges above rail level	None	.....	.....	.....
Radius of sharpest curve	50 ft.	.....	.....	.....
No. of feet per mile of heaviest gradient	3.9%	.....	.....	.....
Gauge of railway	4.8½ in.	.....	.....	.....
Width of devil strip	5 ft. 2 in.	.....	.....	.....
Total number of tracks at crossings			.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....
.....
.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	.....	.....	.....	.....	.....	.....
Damage to property of Municipality	.....	.....	.....	.....	.....	.....
Damage to private property	.....	.....	.....	.....	2	.....
Total	.....	.....	.....	.....	2	.....

Total amount paid during year for damages caused by accidents: $30.62.

Accidents to Persons.

Killed and Injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		1				1
Employees	1				1	
Other persons						
Totals	1	1			1	1

Statement of Each Accident.

.....
.....
.....

Wages Street Railway Company or Radial Railway.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	10	10	$3 62½	$4 12½	$4 50
Conductors	10	10	3 62½	4 12½	4 50
Motormen			1		4 00
(Foreman at $150.00 per month.)					
Starters	9	10	7		3 50
Roadmen					
Linemen					
Engineers					
Blacksmith at $200.00 per month	1	10			
Firemen	1	10			5 00
Electricians					
Armature winders					
Machinists and mechanics	1	10			5 00
Car cleaners	5	10			5 00
Average number of employees	1	12			4 80
Watchmen					
Switchmen and crossing tenders					

Corporate Organization.

Corporate name and address: The Kitchener Light Commissioners, 169 King Street West, Kitchener, Ont.

Names and business address of principal officers: Chairman, A. R. Lang, 377 King Street West, Kitchener, Ont.; Vice-Chairman, Carl Kranz, 87 Queen Street South, Kitchener, Ont.; Treasurer, G. H. Clarke, 169 King Street West, Kitchener, Ont.; General Counsel, George Bray, 77 King Street West; Auditor, J. M. Scully, F.C.A., Ontario Street South, Kitchener, Ont.; Superintendent, V. S. McIntyre, 169 King Street West, Kitchener, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: G. H. Clarke, Secretary-Treasurer, 169 King Street West, Kitchener, Ont.

Names and residence of Board of Directors: A. R. Lang, 377 King Street West, Kitchener, Ont.; Carl Kranz, 87 Queen Street South, Kitchener, Ont.; C. H. Doerr, 138 Weber Street West, Kitchener, Ont.; David Grasz, 34 Water Street North, Kitchener, Ont.

ANNUAL REPORT OF THE
LONDON STREET RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: London, Ont.	
Name of Company:	
Date of Incorporation: March 29th, 1873.	
Dates of subsequent legislation	
Date of expiry of franchise: March 8th, 1925.	
Amount paid to Municipality per year per mile of track	Nil.
Further amounts, if any, paid to Municipality by way of percentage earnings	Nil.
Total amount paid Municipality during year for franchise	Nil.
Appraised value of plant and tracks for purposes of taxation	
Total taxes paid during year to Municipality	$8,376 34
Amount of aid received from Municipality, if any	Nil.
Power consumed per car mile in kilowatt hours: Total, 3,810,189 / 1,853,622 miles	2.06 K.W.
Cost per horse power for motive power used in operating plant: $32.00 H.P. to July 1st.	$36.00 H.P.,
Cost of power per kilowatt per hour	1.02c
Cost of power per car mile	2.09c

Average speed of cars: 9 miles per hour.
State if power is purchased or generated by Company: Purchased Hydro power.
State if power is generated by steam or water power: No.
Give number of power houses: One, dismantled.

General Exhibit:

Gross earnings from operation		$594,583 86
Operating expenses		494,986 28
Net earnings from operation		$99,597 58
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$99,597 58
Charges upon income accrued during the year:		
Interest on funded debt	$23,884 00	
Interest and discount on unfunded debts and loans	759 67	
Taxes, Municipal	.....	
Taxes, Provincial	.....	
Taxes, Commutation	9,976 86	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income:		
Depreciation $35,423 16		
Dominion Income Tax 2,893 16		
	38,316 32	
Total charges and deductions from income		72,936 85
Net divisible income		$26,660 73
Dividends declared: 2½ per cent. on $637,480.00	$15,937 00	
.....per cent on	.....	
Total dividends declared		15,937 00
Surplus or deficit for year ending December 31, 1922		$10,723 73
Amount of surplus or deficit, December 31, 1921		93,132 04
Credits to profit and loss account during the year:		
Ticket floats	$5,883 50	
Unclaimed wages	60	
Total credits	$5,884 10	

Debits to profit and loss account during the year:		
Dominion Income Tax for 1921	$1,013 55	
Total debits	$1,013 55	
Net amount credited to profit and loss		$4,870 55
Total surplus or deficit, December 31, 1922		$108,726 32

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$586,442 16
" carriage of mails	2,695 00
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	408 50
" rentals of buildings and other property	.....
" advertising in cars	3,874 96
" interest on deposits	.....
Other earnings from operation:	
Interest and discount	343 32
Chartered cars	802 78
Miscellaneous revenue	17 14
Gross earnings from operation	$594,583 86
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$16,168 09
General office expenses and supplies	1,396 00
Legal expenses	8,836 00
Insurance	3,533 20
Switching charges, if any	.....
Other general expenses:	
Miscellaneous general expenses	6,900 85
Miscellaneous	4,315 58
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	44,947 87
Repair of electric line construction	10,605 57
Repair of buildings	1,518 00
Maintenance of Equipment:	
Repair of cars	29,334 10
Repair of electric equipment of cars	35,094 15
Repair of miscellaneous equipment	3,751 80
Provender and stabling	.....
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	38,806 78
Wages and compensation of persons employed in conducting transportation	252,072 98
Removal of snow and ice	242 22
Damages for injuries to persons and property	19,645 95
Tolls for trackage over other railways	.....
Rentals of buildings and other property: Signal and interlocker	632 28
Other transportation expenses:	
Miscellaneous car service expenses	13,601 70
Miscellaneous expenses	3,583 16
Total operating expenses	$494,986 28

Property Accounts—Additions and Deductions During the Year.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	$36,442 75	
Total additions to railway		$36,442 75

Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	$156 75	
Miscellaneous equipment	2,621 25	
Total additions to equipment		$2,778 00
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	$437 44	
Total additions to land and buildings		437 44
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		$39,658 19
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Power house credits	$49 80	
Total deductions from property accounts		49 80
Net addition to property accounts for the year		$39,608 39

General Balance Sheet.

Assets:		
Cost of railway:		
Roadbed and tracks	$850,436 46	
Electric line construction, including poles, wiring, feeder lines, etc	86,404 91	
Interest accrued during construction of railway	70,937 50	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		$1,007,778 87
Cost of equipment:		
Passenger cars and other rolling stock	$178,290 26	
Electric equipment of same	103,427 81	
Other items of equipment: Misc. equipment	45,296 36	
Total cost of equipment owned		327,014 43
Cost of land and buildings:		
Land necessary for operation of railway buildings	$95,460 16	
Electric power stations, including equipment	102,910 77	
Other buildings necessary for operation of railway	7,043 64	
Total cost of land and buildings owned		205,414 57
Other permanent property	$7,192 47	
Total cost of other permanent property owned		7,192 47
Total permanent investments		$1,547,400 34
Cash and current assets:		
Cash	$27,403 38	
Bills and accounts receivable	1,494 71	
Sinking and other special funds	.....	
Other cash and current assets	162 57	
Total cash and current assets		29,060 66

Miscellaneous assets:		
Materials and supplies	$25,577 68	
Other assets and property	1,976 09	
Total miscellaneous assets		$27,553 77
Profit and loss balance—deficit		.....
Total		$1,604,014 77
Liabilities:		
Capital stock, common		$637,480 00
Capital stock, preferred		.....
Total capital stock		$637,480 00
Funded debt		475,000 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$26,369 56	
Salaries and wages	14,059 49	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities:		
Outstanding tickets	7,221 64	
Suspense account	45 96	
Total current liabilities		47,696 65
Accrued liabilities:		
Interest accrued and not yet due	$7,544 89	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities:		
Dominion Income Tax, 1922	2,893 16	
Total accrued liabilities		10,438 05
Sinking and other special funds:		
Depreciation	$318,956 26	
Injuries and damages	5,717 49	
Total sinking and other special funds		324,673 75
Profit and loss balance—Surplus		108,726 32
Total		$1,604,014 77

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:		
Capital stock authorized by law, common	$750,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	.....	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$637,480 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$637,480 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$637,480 00

Number of shares issued and outstanding, common		
Number of shares issued and outstanding, preferred.....		
Total number of shares outstanding.....	15,937	
Number of stockholders, common.....		
Number of stockholders, preferred.....		
Total number of stockholders.....		
Amount of stock held, common.....		$637,480 00
Amount of stock held, preferred.....		.....
Total stock held.....		$637,480 00

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....

SINKING AND OTHER SPECIAL FUNDS:

Amount, December 31, 1921, of depreciation fund.....		$283,533 10
of injuries and damages fund.....		5,713 79
Total, December 31, 1921.....		$289,246 89
Additions during the year to depreciation fund.....	$35,423 16	
to injuries and damages fund.....	3 70	
		35,426 86
Total, including additions.....		$324,673 75
Deductions during the year from.....fund,.....	.....	
from.....fund,.....	.....	
Total sinking and other special funds, December 31, 1922.....		$324,673 75

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	13,413,945
Number carried per mile of main railway track operated	.....
Number of car miles run	1,853,622
Average number of persons employed	
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	4.37 cts.
Amount of passenger earnings per mile of road	
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars																
Open passenger cars																

Miscellaneous Equipment

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power.)

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line					
Length of second main track					
Total length of main track	36.10				36.10
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft. B.M.	Tons	Cords	Tons			

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General Remarks
Steel	Iron	Steel	Iron		

Names of the several cities and towns in which the railways operated by the Company are located.....

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With.....				
With.....				
With.....				
No. junctions with other railways.....				
No. of overhead bridges.....				
No. of highway crossings.....				
Height of overhead bridges above rail level.....				
Radius of sharpest curve.....				
No. of feet per mile of heaviest gradient.....				
Gauge of railway.....				
Width of devil strip.....				
Total number of tracks at crossings.....				

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	.....	108	.....	16	.....	95
Damage to property of Municipality	.....	.....	.....	.....	.....	.....
Damage to private property	3	30	.....	11	.....	154
Total	3	138	.....	27	.....	249

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	.....	23	.....	30	.....	53
Employees	.....	16	.....	.....	.....	16
Other persons	.....	11	1	10	1	21
Totals	.....	50	1	40	1	90

STATEMENT OF EACH ACCIDENT.

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.....

WAGES STREET RAILWAY COMPANIES OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	.....	.....	.....	.....	.....
Conductors	.....	.....	.....	.....	.....
Motormen	.....	.....	.....	.....	.....
Starters	.....	.....	.....	.....	.....
Roadmen	.....	.....	.....	.....	.....
Linemen	.....	.....	.....	.....	.....
Engineers	.....	.....	.....	.....	.....
Blacksmiths	.....	.....	.....	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	.....	.....	.....	.....	.....
Armature winders	.....	.....	.....	.....	.....
Machinists and mechanics	.....	.....	.....	.....	.....
Car Cleaners	.....	.....	.....	.....	.....
Average number of employees	.....	.....	.....	.....	.....
Watchmen	.....	.....	.....	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

Corporate Organization.

Corporate name and address of the Company: London Street Railway Company, London, Ont.

Names and business address of principal officers: President, Chas. Currie, Cleveland, Ohio; Vice-President, R. G. Ivey, London, Ont.; Treasurer, L. Tait, London, Ont.; General Counsel, Ivey, Elliott & Gillanders; Auditors, F. H. Coles and J. P. Dewan; General Manager, C. B. King; Superintendent, H. H. Humeston. Name of officer, and address, to whom correspondence regarding this report should be addressed: L. Tait, Secretary-Treasurer, London, Ont.

Names and residence of Board of Directors: Chas. Currie, Cleveland, Ohio; R. G. Ivey, London, Ont.; W. M. Spencer, London, Ont.; J. C. Elliott, London, Ont.; C. B. King, London, Ont.; P. W. D. Brodrick, Toronto, Ont.; H. H. Allyn, Cleveland, Ohio.

ANNUAL REPORT OF THE

MOUNT McKAY AND KAKABEKA FALLS RAILWAY COMPANY, LIMITED.

For the Year Ending December 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Municipality of Neebing, Township of Paipoonge.
Name of Company: Mount McKay & Kakabeka Falls Railway Company, Limited.
Date of Incorporation: 1904.
Dates of subsequent legislation: 1908, 1912, 1916, 1920 and 1922.
Date of expiry of franchise: 1926.

Amount paid to Municipality per year per mile of track	Nil.
Further amounts, if any, paid to Municipality by way of percentage earnings:	Nil.
Total amount paid Municipality during year for franchise	Nil.
Appraised value of plant and tracks for purposes of taxation	Nil.
Total taxes paid during year to Municipality	$381 92
Amount of Aid received from Municipality, if any	Nil.
Power consumed per car mile in kilowatt hours	Nil.
Cost per horse power for motive power used in operating plant	Nil.
Cost of power per kilowatt per hour	Nil.
Cost of power per car mile	Nil.
Average speed of cars	
State if power is purchased or generated by Company	
State if power is generated by steam or water power: Steam.	
Give number of power houses	

General exhibit:

Gross earnings from operation:		
From gravel, sand and fill, sales off Company's lands		$9,835 36
Operating expenses		28,402 22
Net loss from operation		$18,566 86
Miscellaneous income:		
Lighting up engine	$25 00	
Interest	88 10	
Total miscellaneous income		113 10
Gross income above operating expenses		$18,453 76
Charges upon income accrued during the year:		
Interest on funded debt	.....	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal	$381 92	
Taxes, Provincial	50 00	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		431 92
Net divisible income		$18,885 68

Dividends declared.....per cent. on $.....	.....
.....per cent. on $.....	.....
Total dividends declared.....	.....
Deficit for the year ending December 31, 1922.....	$18,885 68
Amount of deficit, December 31, 1921.....	8,750 32
Credits to profit and loss account during the year.....	.....
Total credits.....	.....
Debits to profit and loss account during the year.....	.....
Total debits.....	.....
Net amount credited to profit and loss.....	.....
Total deficit, December 31, 1922.....	$27,636 00

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried.....	.....
" carriage of mails.....	.....
" carriage of express and parcels.....	.....
" carriage of freight.....	.....
" tolls for use of tracks by other companies.....	.....
" rentals of buildings and other property.....	.....
" advertising in cars.....	.....
" interest on deposits.....	$88 10
Other earnings from operation:	
Lighting up engine.....	25 00
From sale of sand, gravel and fill.....	9,835 36
Gross earnings from operation.....	$9,948 46
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	$1,018 90
General office expenses and supplies.....	.....
Legal expenses.....	184 36
Insurance.....	233 85
Switching charges, if any.....	.....
Other general expenses:	
Taxes, $431.92; Discount, Interest and Exchange, $1.65.....	433 57
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	965 93
Repair of electric line construction.....	.....
Repair of buildings.....	.....
Maintenance of equipment:	
Repair of cars and locomotive.....	583 04
Repair of electric equipment of cars.....	.....
Repair of miscellaneous equipment.....	.....
Provender and stabling.....	.....
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....net,	.....
Wages and compensation of persons employed in conducting transportation.....	893 53
Removal of snow and ice.....	.....
Damages for injuries to persons and property.....	300 00
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	.....
Other transportation expenses:	
Fuel, $956.35; Miscellaneous, $521.69; handling charges, sand, etc., $1,388.79.....	2,886 83
Depreciation, properties, plant, etc.....	21,354 13
Total operating expenses.....	$28,834 14

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet).....	.....	
New electric line construction (length.....feet).....	.....	
Other additions to railway.....	.....	
Total additions to railway.....	.....	
Additions to equipment:		
Additional cars (.....in number).....	.....	
Electric equipment of same.....	.....	
Other additional rolling stock.....	.....	
Other additions to equipment	.....	
Total additions to equipment.....		.....
Additions to land and buildings:		
Additional land necessary for operation of railway.....	.....	
New electric power stations, including machinery, etc.....	.....	
Additional equipment of power stations.....	.....	
Other new buildings necessary for operation of railway.....	.....	
Total additions to land and buildings.....		.....
Additions to other permanent property.....	.....	
Total additions to other permanent property.....		.....
Total additions to property accounts.....		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	
Total deductions from property accounts.....		.....
Net addition to property accounts for the year.....		Nil.

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks.....	$39,747 46	
Electric line construction, including poles, wiring, feeder lines, etc.....	.....	
Interest accrued during construction of railway.....	.....	
Engineering and other expenses incident to construction...	.....	
Other items of railway cost.....	.....	
Total cost of railway owned.....		$39,747 46
Cost of equipment:		
Passenger cars and other rolling stock.....	$31,130 50	
Electric equipment of same.....	.....	
Other items of equipment: Pumping plant and windmill...	711 42	
Total cost of equipment owned.....		31,841 92
Cost of land and buildings:		
Land necessary for operation of railway.....	$308,250 00	
Electric power stations, including equipment.....	.....	
Other buildings necessary for operation of railway.....	1,200 28	
Total cost of land and buildings owned.....		309,450 28
Other permanent property.....	.....	
Total cost of other permanent property owned.....		.....
Total permanent investments.....		$381,039 66

Cash and current assets:		
Cash	$6,664 41	
Bills and accounts receivable	429 44	
Sinking and other special funds	.....	
Other cash and current assets: Stock certificates	1,490 00	
Total cash and current assets		8,583 85
Miscellaneous assets:		
Franchises	$50,000 00	
Unexpired insurance	102 15	
Materials and supplies	1,229 56	
Other assets and property:		
Charter renewal	199 00	
Parks and power development	5,671 62	
Total miscellaneous assets		57,202 33
Profit and loss balance—Deficit		27,636 00
Total		$474,461 84
Liabilities:		
Capital stock, common		$386,955 00
Capital stock, preferred		.....
Total capital stock		$386,955 00
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$3 92	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		3 92
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	.....
Total accrued liabilities		.....
Sinking and other special funds: Reserve, etc	$87,502 92	
Total sinking and other special funds		87,502 92
Profit and loss balance—Surplus		.....
Total		$474,461 84

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	$500,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$500,000 00	
Capital stock authorized by votes of company, common	386,955 00	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	$386,955 00	

Capital stock issued and outstanding, common	$386,955 00
Capital stock issued and outstanding, preferred	.....
Total capital stock outstanding	$386,955 00
Amount paid in on.....shares not yet issued	.....
Amount paid in on stock to be exchanged	.....
Scrip convertible into stock	.....
Other paid stock liability	.....
Total capital stock liability	$386,955 00
Number of shares issued and outstanding, common	.....
Number of shares issued and outstanding, preferred	.....
Total number of shares outstanding	.....
Number of stockholders, common	.....
Number of stockholders, preferred	.....
Total number of stockholders	.....
Amount of stock held, common	.....
Amount of stock held, preferred	.....
Total stock held	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	Nil.	Nil.

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	Nil	Nil

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1921, of.....fund,	.....
of.....fund,	.....
Total, December 31, 1921	.....
Additions during the year to.....fund,	.....
to.....fund,	.....
Total, including additions	.....
Deductions during the year from.....fund,	.....
from.....fund,	.....
Total sinking and other special funds, December 31, 1922	.....

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	Nil.
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	10
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars																
Open passenger cars																

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock: Steam locomotive	1
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	5 miles				5 miles
Length of second main track					
Total length of main track	5 miles				5 miles
Length of sidings, switches, etc.	1½ miles				1½ miles
Total, computed as single track	6½ miles				
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Sand and gravel	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	.....	.....	.....	Main line, 80 lbs.
.....	.....	.....	.....	.....	Side tracks, 50 and 60 lbs.

Names of the several cities and towns in which the railways operated by the Company are located: Municipality of Neebing and Township of Paipoonge.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With C.N. Railway—They to come to stop, and this Company to 4 miles per hour.				
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	15%	.....	.....	.....
No. of feet per mile of heaviest gradient	3%	.....	.....	.....
Gauge of railway	.....	.....	.....	.....
Width of devil strip	.....	.....	.....	.....
Total number of tracks at crossings			.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

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.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property		1				
Total		1				

Total amount paid during year for damages caused by accidents: $300.00.

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

STATEMENT OF EACH ACCIDENT.

WAGES OF STREET RAILWAY COMPANY OR RADIAL RAILWAY

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Mount McKay & Kakabeka Falls Railway Company, Limited, Fort William, Ont.

Names and business address of principal officers: President, James Murphy, Fort William, Ont.; Clerk of Corporation, W. C. Lillie, Fort William, Ont.; General Counsel, Dyke & Beeman, Fort William, Ont.; Auditors: Smith & Ross, Fort William, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: W. C. Lillie, Secretary, Fort William, Ont.

Name and residence of Board of Directors: James Murphy, Fort William, Ont.; C. H. Jackson, Fort William, Ont.; W. C. Lillie, Fort William, Ont.; W. F. Hogarth, Fort William, Ont.; Joshua Dyke, Fort William, Ont.

ANNUAL REPORT OF THE

NIAGARA FALLS PARK AND RIVER DIVISION OF INTERNATIONAL RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: From Chippawa to Queenston, in the Province of Ontario, through the intervening municipalities.
Name of Company: International Railway Company.
Date of Incorporation: February 20th, 1920.
Dates of subsequent legislation: This Company acquired under provisions of Chapter 86 of the Laws of Ontario for 1901 the railway of the Niagara Falls Park and River Company, incorporated by Chapter 96 of the laws of 1892. The company operates this railway in the Province of Ontario on the lands vested in the Commissioners of Queen Victoria, on private property as a division of the entire system.
Date of expiry of franchise: 1932 and may be renewed for twenty years.

Amount paid to Municipality per year per mile of track	$435 95
Further amounts, if any, paid to Municipality by way of percentage earnings	None
Total amount paid Municipality during year for franchise	None
Appraised value of plant and tracks for purposes of taxation	$290,900 00
Total taxes paid during year to Municipality	10,674 59
Amount of aid received from Municipality, if any	None
Power consumed per car mile in kilowatt hours	7.52
Cost per horse power for motive power used in operating plant	None
Cost of power per kilowatt per hour	$ .00509
Cost of power per car mile	$ .0383
Average speed of cars	8.0

State if power is purchased or generated by Company: Generated.
State if power is generated by steam or water power: Water power.
Give number of power houses: One.
Part of the power generated in Canada is used by other divisions of the Company in the United States; no record is kept by the Company of the amount consumed by the Park and River Division.

General exhibit:

Gross earnings from operation		$107,605 18
Operating expenses		141,685 40
Net earnings from operation		$34,080 22
Miscellaneous income:		
Interest on deposits	$861 70	
Rent, land and buildings, $16,135.15; Interest on bonds, $19,299.07	35,434 22	
Total miscellaneous income		36,295 92
Gross income above operating expenses		$2,215 70

Charges upon income accrued during the year:			
Interest on funded debt		$30,000 00	
Interest and discount on unfunded debts and loans		.....	
Taxes, Municipal	$10,674 59		
Taxes, Provincial	2,930 63		
Taxes, commutation	.....		
		13,605 22	
Rentals of leased railways	.....		
Payments to sinking and other special funds	.....		
Other deductions from income:			
Rent, right of way, Queen Victoria Park	$10,000 00		
Rent, right of way, Village of Chippawa	77 04		
		10,077 04	
Total charges and deductions from income			$53,682 26
Net divisible income			$51,466 56
Dividends declared .....per cent. on $		.....	
.....per cent. on		.....	
Total dividends declared			.....
Deficit for the year ending December 31, 1922			$51,466 56
Amount of surplus or deficit, December 31, 1921			.....
Credits to profit and loss during the year		.....	
Total credits		.....	
Debits to profit and loss account during the year		.....	
Total debits		.....	
Net amount credited to profit and loss			.....
Total surplus or deficit, December 31, 1922			.....

Earnings and Expenses of Operation.

Earnings from operation:		
Receipts from passengers carried		$100,975 43
" carriage of mails		628 10
" carriage of express and parcels		121 70
" switching		1,133 01
" rent from equipment		25 00
" rentals of buildings and other property		3,087 66
" advertising in cars		568 82
" chartered car		411 04
Other earnings from operation:		
Baggage revenue		75
Parcel checks		40 70
Sale of power		612 97
Gross earnings from operation		$107,605 18
Expenses of operation:		
General expenses:		
Salaries of general officers and clerks and attendants		$3,968 44
General office expenses and supplies		509 24
Legal expenses		1,499 71
Insurance		646 92
Switching charges, if any		.....
Other general expenses: Relief Dept., $254.33; General expenses, $14,004.13 Valuation, $1,080.00; Gen. Amort., $3,507.83; Stationery and Printing, $813.11; Store, $383.42; Rent facilities, $24.06; Rent equipment, $98.23		17,165 11

Maintenance of roadbed and buildings:	
Repair of roadbed and track	$ 5,972 14
Repair of electric line construction	877 87
Repair of buildings	367 23
Depreciation and equalization	14,300 65
Maintenance of equipment:	
Repair of cars	4,524 07
Repair of electric equipment of cars	2,232 91
Repair of miscellaneous equipment	641 88
Provender and stabling	340 82
Depreciation and equalization	6,019 99
Transportation expenses:	
Maintenance and operation of power plant, including depreciation and equalization	10,465 68
Wages and compensation of persons employed in conducting transportation	50,746 69
Removal of snow and ice	981 40
Damages for injuries to persons and property	13,549 77
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses: Car Service exp., $1,708.99; Station exp., $138.37; Car House exp., $361.85; Sig. and Interlock., $207.74; Telegraph and Telephone, $1.75; Freight and Express, $0.13; Loss and Damage, $47.89; Other Trans., $4,261.90; Advertising, $123.56; Miscellaneous Traf., $22.70	6,874 88
Total operating expenses	$141,685 40

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		.....
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	
Total deductions from property accounts		.....
Net additions to property accounts for the year	None	None

GENERAL BALANCE SHEET.

Assets:

Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		.....
Cash and current assets:		
Cash	.....	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		.....
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—Deficit		.....
Total		.....

. Unable to furnish for the Park and River Division.

Liabilities:

Capital stock, common		.....
Capital stock, preferred		.....
Total capital stock		.....
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		.....

Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Total sinking and other special funds		.....
Profit and loss balance—Surplus		.....
Total		.....

Unable to furnish for the Park and River Division.

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	.....	
Capital stock authorized by law, preferred	.....	
Total capital authorized by law	.....	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common	.....	
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		.....
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common		
Number of shares issued and outstanding, preferred		
Total number of shares outstanding		
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

Not applicable as this division has no capital stock separated and apart from the capital stock of International Railway Company.

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Mortgage bonds.....	5%	Jan. 11, 1962	$600,000 00	$30,000 00
Totals.....	.....	.....	$600,000 00	$30,000 00

Mortgage of the Niagara Falls Park & River Railway Company matured on January 1, 1914, and was paid on that date. $600,000 International Railway Refunding and Improvement 5's were issued in place of said Niagara Falls Park and River Railway mortgage, being in accordance with Section 4 of Article I of said International Railway Refunding and Improvement Mortgage, dated November 1, 1912, and expiring November 1, 1962, amounting to $60,000,000.

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1921, of.....fund.....		.....
of.....fund.....		.....
Total, December 31, 1921.....		.....
Additions during the year to.....fund.....	.....	
to.....fund.....	.....	
Total, including additions.....		.....
Deductions during the year from.....fund.....	.....	
from.....fund.....	.....	
Total sinking and other special funds, December 31, 1922.....		.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year.....	1,166,218
Number carried per mile of main railway track operated.....	50,451
Number of car miles run.....	273,503
Average number of persons employed.....	38
If the Company commenced operation during the year, give the date.....	
Average amount received from each passenger.....	.0866
Amount of passenger earnings per mile of road.....	8,475 36
Freight:	
Number of tons freight earning revenue.....	None, See switching
Number of tons freight carried per mile of road.....	
Average amount received for each ton of freight.....	
Average receipts per ton of freight per mile.....	
Average rate of speed of passengers car per hour.....	
Average rate of speed of freight cars per hour.....	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	11	...	...	...	2	...	...	2	...	...	...	1	...	...	...	11
Open passenger cars	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MISCELLANEOUS EQUIPMENT.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned leased, etc.	Total operated
Length of railway line	11.914	...	...	11.914	11.914
Length of second main track	11.202	None	None	11.202	11.202
Total length of main track	23.116	...	...	23.116	23.116
Length of sidings, switches, etc.	1.370	...	...	1.370	1.370
Total, computed as single track	24.486	...	...	24.486	24.486
Length of line under construction	...	...	...	...	...

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

No record of commodities; our record is for switching only.

DESCRIPTION OF ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
4¼	None	57 lb. T.	None	2640	...

Names of the several cities and towns in which the railways operated by the Company are located: Chippawa, Niagara Falls, Queenston, Ont., and various cities and towns in the State of New York, U.S.A.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:— With.....	None	None	None	None
No. junctions with other railways				
No. of overhead bridges				
No. of highway crossings				
Height of overhead bridges above rail level				
Radius of sharpest curve				
No. of feet per mile of heaviest gradient				
Gauge of railway				
Width of devil strip				
Total number of tracks at crossings				

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.
December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						6
Employees						8
Other persons						1
Totals						15

STATEMENT OF EACH ACCIDENT.

. . . . . .
. . . . . .
. . . . . .

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages
Inspectors			
Conductors	8	10	55c per hour.
Motormen	8	10	55c per hour.
Starters			
Laborers	4	10	35c per hour.
Trackmen	1	10	42½c per hour.
Foreman	1	10	$134.91 per month.
Engineers			
Blacksmiths			
Oilers	2	12	45c per hour.
Operators	3	12	59c per hour.
Armature winders			
Machinists and mechanics			
Car house men	1	10	42¾c per hour.
	1	10	49½c per hour.
Average number of employees			
Ticket agents	1	10	$34.50 per week.
	1	10	$22.60 per week.
Switchmen and crossing tenders			

CORPORATE ORGANIZATION.

Corporate name and address of the Company: International Railway Company, 212 Littell Building, Buffalo, N.Y.

Names and business address of principal officers: President, Herbert G. Tulley, Littell Building, Buffalo, N.Y.; Vice-President, Edgar J. Dickson, Littell Building, Buffalo, N.Y.; Treasurer, Carl A. Weber, Littell Building, Buffalo, N.Y.; Clerk of Corporation, Carl A. Weber, Littell Building, Buffalo, N.Y.; General Counsel, Penny, Killeen & Nye, 866 Ellicott Sq., Buffalo, N.Y.; Alex. Fraser, Niagara Falls, Ont.; Cohn, Chorman & Franchot, 44 Falls St., Niagara Falls, N.Y.; A. Monroe Grier, Toronto, Can.; Auditor, Charles A. Chavel, Littell Bldg., Buffalo, N.Y.; Superintendent, E. H. Henning, Niagara Falls Terminal, Niagara Falls, N.Y.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Charles A. Chavel, Auditor, 212 Littell Bldg., Buffalo, N.Y.

Names and residence of Board of Directors: Henry C. Buswell, 1342 Main St., Buffalo, N.Y., John L. Clawson, 343 Washington St., Buffalo, N.Y.; Walter P. Cooke, Marine Trust Bldg., Buffalo, N.Y.; Edgar J. Dickson, 312 Littell Bldg., Buffalo, N.Y.; Willis C. Dunbar, 1520 Spruce St., Philadelphia, Pa.; Charles R. Huntley, Electric Bldg., Buffalo, N.Y.; Coleman J. Joyce, 1520 Spruce St., Philadelphia, Pa.; Thomas E. Mitten, 1520 Spruce St., Philadelphia, Pa.; Thomas Penny, 856 Ellicott Square, Buffalo, N.Y.; Harry T. Ramsdell, 272 Main St., Buffalo, N.Y.; Nelson Robinson, 23 East 55th St., New York, N.Y.; Carlton M. Smith, Fidelity Bank Bldg., Buffalo, N.Y.; Herbert G. Tulley, 304 Littell Bldg., Buffalo, N.Y.; Carl A. Weber, 304 Littell Bldg., Buffalo, N.Y.; Harry Yates, 51 Hamburg St., Buffalo, N.Y.; Henry C. Zeller, 272 Howard St., Buffalo, N.Y.

ANNUAL REPORT OF THE

PORT ARTHUR CIVIC RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Corporation of the Municipality of the City of Port Arthur.
Name of Company: Port Arthur Civic Railway.
Date of Incorporation.....
Dates of subsequent legislation.....
Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track..... None
Further amounts, if any, paid to Municipality by way of percentage earnings.. None
Total amount paid Municipality during year for franchise..... None
Appraised value of plant and tracks for purposes of taxation.....No appraisal available
Total taxes paid during year to Municipality..... $208 17
Amount of aid received from Municipality, if any..... None
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant: $20 per H.P. per annum
Cost of power per kilowatt per hour..... $0.006
Cost of power per car mile..... $0.3666
Average speed of cars.....12 miles per hour
State if power is purchased or generated by Company: Purchased from Hydro-Electric Power Commission in conjunction with all other power used and distributed by the city.
State if power is generated by steam or water power.....
Give number of power houses: Two in connection with local development on Current River and to reduce peak load.

General exhibit:

Gross earnings from operation			$192,300 13
Operating expenses			133,627 51
Net earnings from operation			$58,672 62
Miscellaneous income			
Total miscellaneous income			
Gross income above operating expenses			$58,672 62
Charges upon income accrued during the year:			
Interest on funded debt		$31,278 49	
Interest and discount on unfunded debts and loans		1,194 84	
Taxes, Municipal	$208 17		
Taxes, Provincial	.....		
Taxes, Commutation	.....		
		208 17	
Rentals of leased railways		.....	
Payments to sinking and other special funds:			
Sinking fund	$12,595 92		
Instalment debenture payments	11,401 64		
		23,997 56	
Other deductions from income:			
Reserved for capital expenditure not covered by debenture issue		677 95	
Total charges and deductions from income			57,357 01
Net divisible income			$1,315 61
Dividends declared.....per cent. on $.....		.....	
.....per cent.		.....	
Total dividends declared			.....
Surplus or deficit for year ending December 31, 1922			$1,315 61

Amount of surplus or deficit, December 31, 1922	.....
Credits to profit and loss account during the year	.....
Total credits	.....
Debits to profit and loss account during the year	.....
Total debits	.....
Net amount credited to profit and loss	.....
Total surplus or deficit, December 31, 1922	$1,315 61

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$190,393 37
" carriage of mails	150 70
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	111 71
" advertising in cars	933 00
" interest on deposits	.....
Other earnings from operation	711 35
Gross earnings from operation	$192,300 13
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	6,673 73
General office expenses and supplies	1,414 05
Legal expenses	303 65
Insurance	3,978 31
Switching charges, if any	.....
Other general expenses	730 96
Maintenance of roadbed and buildings:	
Repair of roadbed and track	8,887 14
Repair of electric line construction	1,341 44
Repair of buildings	195 91
Maintenance of equipment:	
Repair of cars	14,956 75
Repair of electric equipment of cars	12,434 63
Repair of miscellaneous equipment	8 88
Provender and stabling	.....
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	20,172 43
Wages and compensation of persons employed in conducting transportation	51,078 78
Removal of snow and ice	2,451 38
Damages for injuries to persons and property	276 79
Tolls for trackage over other railways	1,000 00
Rentals of buildings and other property	.....
Other transportation expenses	7,722 68
Total operating expenses	$133,627 51

Property Accounts—Additions and Deductions During the Year.

Additions to railway:	
Extension of tracks (length.....feet)	.....
New electric line construction (length.....feet)	.....
Other additions to railway	.....
Total additions to railway	.....

Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

General Balance Sheet.

Assets:		
Cost of railway:		
Roadbed and tracks	$499,043 61	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		$499,043 61
Cost of equipment:		
Passenger cars and other rolling stock	$152,219 70	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		152,219 70
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	$42,700 00	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		42,700 00
Other permanent property:		
Car barns	$30,000 00	
Car barns machinery	22,000 00	
Sundry properties and improvements	21,863 58	
Total cost of other permanent property owned		73,863 58
Total permanent investments		$767,826 89
Less instalment debentures paid		101,589 54
		$666,237 35

Cash and current assets:		
Cash	$23,827 98	
Bills and accounts receivable	2,487 28	
Sinking and other special funds	319,518 78	
Other cash and current assets:		
City interdepartmental account	65,759 46	
Total cash and current assets		$411,593 50
Miscellaneous assets:		
Materials and supplies	$16,232 17	
Other assets and property	.....	
Prepaid insurance premiums	2,539 89	
Total miscellaneous assets		18,772 06
Profit and loss balance—Deficit		.....
Total		$1,096,602 91
Liabilities:		
Debenture liability		$644,373 77
Capital expenditure not covered by debenture issues		21,863 58
Total capital stock		$666,237 35
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	$1,608 74	
Audited vouchers and accounts	.....	
Salaries and wages	2,683 89	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
City Interdepartmental account	25,868 58	
Tickets sold but not used	11,749 98	
Total current liabilities		41,911 19
Accrued liabilities:		
Interest accrued and not yet due	$16,137 83	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Principal of instalment debentures accrued and not yet due	5,359 92	
Total accrued liabilities		21,497 75
Sinking and other special funds:		
Sinking fund	$184,857 14	
Depreciation fund	67,264 49	
Railway Award fund	30,722 09	
Accident fund	65,540 06	
Fire Loss fund	17,248 62	
Total sinking and other special funds		365,632 40
Profit and loss balance—Surplus, $1,315.61, 1922; $8.60, 1921;		1,324 22
Total		$1,096,602 91

STREET RAILWAY DEPARTMENT.

Sinking Fund Debentures, December 31, 1922.

Rate of interest	Date of maturity	Amount outstanding		Interest
Per cent.				
5	March 1, 1923	$40,000 00		....
5	May 1, 1933	7,000 00		
5	February 1, 1937	55,000 00		....
5	August 1, 1937	18,000 00		....
5	February 1, 1939	9,500 00		....
5	January 1, 1939	28,500 00		....
5	November 1, 1924	12,000 00		....
4½	September 1, 1939	1,284 00		....
4½	July 1, 1940	10,000 00		....
4½	July 1, 1940	12,000 00		....
4½	July 1, 1940	75,000 00		....
4½	July 1, 1940	15,000 00		....
5	February 1, 1926	12,500 00		....
4½	July 1, 1941	17,250 00		....
5	January 1, 1942	58,500 00		....
5	January 1, 1942	11,000 00		....
5	January 1, 1942	5,600 00		....
5	January 1, 1942	21,000 00		Interest
5	January 1, 1942	11,500 00		paid
5	January 1, 1932	1,400 00		in full
5	January 1, 1932	32,400 00		....
5	January 1, 1929	33,000 00		....
5	January 1, 1934	7,510 74		....
5	May 1, 1924	20,219 70		....
5	January 1, 1942	71,725 89		....
5	January 1, 1942	10,372 98		....
			$597,263 31	$28,676 15
	Annual Instalment Debentures:			
5	July 8, 1927	$5,211 13		....
5	January 13, 1923	734 00		....
4½	August 16, 1924	906 74		....
5	October 1, 1924	3,941 08		....
5	October 1, 1924	1,343 55		....
5	November 8, 1924	537 42		....
5	February 1, 1926	3,416 25		....
5	September 1, 1926	5,124 25		Interest
5	November 1, 1926	4,782 62		paid
4½	March 4, 1926	2,656 98		in full.
4½	July 1, 1927	6,540 28		....
5	November 1, 1927	2,294 11		....
5	January 1, 1928	5,868 03		....
5	November 1, 1927	3,754 02		....
			47,110 46	$2,602 34
	Total		$644,373 77	$31,278 49

Sinking and Other Special Funds.

Sinking Fund, December 31, 1921	$163,705 21	
Additions in 1922	21,151 93	
Total as of December 31, 1922		$184,857 14
Depreciation Fund, December 31, 1921	$65,116 50	
Additions in 1922	2,147 99	
Total as of December 31, 1922		67,264 49

Railway Award Fund, December 31, 1921	$29,374 70		
Additions in 1922	1,347 39		
Total as of December 31, 1922		30,722 09	
Accident Fund, December 31, 1921	$62,676 74		
Additions in 1922	2,863 32		
Total as of December 31, 1922		65,540 06	
Fire Loss Fund, December 31, 1921	$16,871 10		
Additions in 1922	377 52		
Total as of December 31, 1922		17,248 62	
Total of Sinking and Special Funds, December 31, 1922			$365,632 40

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	$3,122,578
Number carried per mile of main railway track operated	
Number of car miles run	550,128
Average number of persons employed	49
If the Company commenced operations during the year, give the date	
Average amount received from each passenger	6.056
Amount of passenger earnings per mile of road	9,716 62

Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	18	3	...	...	1	...	...	...	...	...	...	2	...	18	10	13
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	12.43				
Length of second main track	6.10				
Total length of main track	18.53				
Length of sidings, switches, etc.	1.04				
Total, computed as single track	19.57				19.57
Length of line under construction					

Description of Freight Carried for Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			

Description Road Bed, Etc.

Rails		Weight yer yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
		60 lbs.		2,000	
		80 lbs.		2,000	

Names of the several cities and towns in which the railways operated by the Company are located: Port Arthur.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With Canadian National Railway, double track main line		Derail and flagman		
With Canadian Pacific Railway, spur at Queen Street (practically never used)				
No. junctions with other railways				
No. of overhead bridges				
No. of highway crossings				
Height of overhead bridges above rail level				
Radius of sharpest curve				
No. of feet per mile of heaviest gradient				
Gauge of railway			4′ 8½″	
Width of devil strip				
Total number of tracks at crossings				

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

.....

.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers		1				
Employees						
Other persons				5		
Totals						

STATEMENT OF EACH ACCIDENT.

.....
.....
.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages
Inspectors	2	12	$148.50 per month. 137.50 per month.
Conductors—Motormen (One man cars)	21	9	53c per hour.
Starters	.....	.....	.....
Roadmen	7	9	40c per hour.
Linemen	.....	.....	.....
Master mechanic	1	9	$165.00 per month.
Roadmaster	1	9	143.00 per month.
Painter	1	9	55c per hour.
Electrician	1	9	$132.00 per month.
Pitmen	2	9	53c per hour.
Machinists and mechanics	2	9	57½c per hour.
Car cleaners	2	9	45c per hour.
Average number of employees	.....	.....	.....
Watchmen	2	12	$110.00 per month. 90.00 per month.
Switchmen and crossing tenders	4	8	1 at 50c per hour. 3 at 40c per hour.

CORPORATE ORGANIZATION.

Corporate name and address of the Company: The Public Utilities Commission of the City of Port Arthur, Whalen Building, Port Arthur.

Names and business address of principal officers: Chairman, Malcolm C. Campbell, Port Arthur; Treasurer, Franklin D. Jackson, Port Arthur; Clerk of Corporation, Thomas F. Milne, Port Arthur; General Counsel, Donald J. Cowan, Port Arthur; Auditor, MacIntosh, Cole & Robertson, Port Arthur; General Manager, Malcolm M. Inglis.

Names and residence of Board of Commissioners: Malcolm C. Campbell, 272 Park Street Port Arthur; Edward J. Blaquier, 204 Arthur Street, Port Arthur; B. Tourtellot, 108 Peter Street, Port Arthur; Roderick M. Young, 119 Pine Street, Port Arthur; Isaac L. Matthews, 372 Arthur Street, Port Arthur.

ANNUAL REPORT OF THE

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1922.

General Information:

Name of Municipality or Municipalities in which railway operates: Tecumseh, Riverside, Sandwich East, Ford, Walkerville, Windsor, Sandwich, Ojibway, Sandwich West, Anderdon, Amherstburg.

Name of Company: Sandwich, Windsor and Amherstburg Railway.

Date of Incorporation: 1871 and 1872.

Dates of subsequent legislation: Taken over by Hydro-Electric Power Commission as at April 1st, 1920, on behalf of the above Municipalities; Sandwich, March 24, 1931; Windsor, December 31, 1922; Walkerville, December 31, 1922; Ford, July 14, 1934; Amherstburg, concurrent with charter.

Date of expiry of franchise	.....
Amount paid to Municipality per year per mile of track	.....
Further amounts, if any, paid to Municipality by way of percentage earnings	.....
Total amount paid Municipality during year for franchise	.....
Appraised value of plant and tracks for purposes of taxation	Taxable on land only.
Total taxes paid during year to Municipality	$2,058 01
Amount of aid received from Municipality, if any	.....
Power consumed per car mile in kilowatt hours	2.5 K.W.H.
Cost per horse power for motive power used in operating plant	Power purchased
Cost of power per kilowatt per hour	1.33 cents
Cost of power per car mile	3.37 cents
Average speed of cars	8.3 miles per hour
State if power is purchased or generated by Company:	Purchased.
State if power is generated by steam or water power	.....
Give number of power houses	.....

General exhibit:

Gross earnings from operation		$574,124 40
Operating expenses		435,822 28
Net earnings from operation		$138,302 12
Miscellaneous income:		
From securities owned	$8,550 00	
Total miscellaneous income		8,550 00
Gross income above operating expenses		$146,852 12
Charges upon income accrued during the year:		
Interest on funded debt	$135,604 89	
Interest and discount on unfunded debts and loans	.....	
Taxes, Municipal (paid and accrued) $3,367 43		
Taxes, Provincial		
Taxes, Commutation		
	3,367 43	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		138,972 32
Net divisible income		$7,879 80
Dividends declared .....per cent. on $	.....	
.....per cent.	.....	
Total dividends declared		.....
Surplus for the year ending December 31, 1922		$7,879 80
Amount of surplus, December 31, 1921		3,516 70
Credits to profit and loss account during the year	.....	
Total credits		.....
Debits to profit and loss account during the year	.....	
Total debits	.....	
Net amount credited to profit and loss		.....
Total surplus, December 31, 1922		$11,396 50

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$538,111 32
" carriage of mails	3,597 32
" carriage of express and parcels	1,582 20
" carriage of freight	24,726 57
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	1,220 94
" advertising in cars	.....
" interest on deposits	.....
Other earnings from operation:	
Special cars	780 80
Station and car privileges	4,105 25
Gross earnings from operation	$574,124 40
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$19,996 33
General office expenses and supplies	15,378 31
Legal expenses	140 07
Insurance	24,404 46
Switching charges, if any	.....
Other general expenses:	
Valuation	1,894 10
Stationery	6,050 04
Miscellaneous general expense	866 29
Maintenance of roadbed and buildings:	
Repair of roadbed and track	24,046 32
Repair of electric line construction	5,603 31
Repair of buildings	2,393 72
Maintenance of equipment:	
Repair of cars	38,137 19
Repair of electric equipment of cars	25,343 77
Repair of miscellaneous equipment, and shop expenses	3,425 22
Provender and stabling	478 02
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	50,599 08
Wages and compensation of persons employed in conducting transportation	186,531 78
Carhouse employees	15,149 82
Station employees	4,595 35
Tolls for trackage over other railways	.....
Rentals of buildings and other property	.....
Other transportation expenses: Advertising	771 84
Miscellaneous car service expenses and supplies	10,017 26
Total operating expenses	$435,822 28

Property Accounts—Additions and Deductions During the Year.

Additions to railway:		
Extension of tracks....None. Betterments	$58,376 53	
New electric line construction (length, 23,041 feet), and betterments	38,933 11	
Other additions to railway	.....	
Total additions to railway		$97,309 64
Additions to equipment:		
Additional cars (17 in number)	$163,168 73	
Electric equipment of same	54,009 96	
Other additional rolling stock	.....	
Other additions to equipment:		
Shop tools, etc.	933 09	
Spare parts, etc.	9,944 31	
Total additions to equipment		228,056 09

Additions to land and buildings:		
Additional land necessary for operation of railway	$11,685 84	
New electric power stations, including machinery, etc.	10,737 59	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	10,725 81	
Total additions to land and buildings		$33,149 24
Additions to other permanent property:		
Interest during construction	$3,736 02	
Total additions to other permanent property		3,736 02
Total additions to property accounts		$362,250 99
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Valuation expenses, etc.	$840 20	
Total deductions from property accounts		840 20
Net addition to property accounts for the year		$361,410 79

GENERAL BALANCE SHEET.

Assets:		
Cost of railway (details not available.)		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$2,720,777 38
Cash and current assets:		
Cash	$14,366 37	
Bills and accounts receivable	4,827 81	
Sinking and other special funds	.....	
Other cash and current assets: Stationary	2,009 22	
Interest receivable	3,000 00	
Total cash and current assets		24,203 40
Miscellaneous assets:		
Deferred expenses re valuation, etc.*	$12,160 23	
Materials and supplies	99,787 46	
Other assets and property:		
Prepaid rent and insurance	1,922 58	
Bonds—City of Windsor	190,000 00	
Total miscellaneous assets		303,870 27

* Cost of valuation and acquisition of property chargeable to future operation, spread over 10 years (1920-1929).

Profit and loss balance—Deficit		.....
Total		$3,048,851 05
Liabilities:		
Capital stock, common		$397,000 00
Capital stock, preferred		.....
Total capital stock		$397,000 00
Funded debt		189,000 00
Real estate mortgages		.. ..
Current liabilities:		
Loans and notes payable to Hydro-Electric Power Com.	$1,078,672 66	
Audited vouchers and accounts	12,198 48	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Taxes due and unpaid	7,551 67	
Miscellaneous current liabilities	.....	
Total current liabilities		$1,098,422 81
Accrued liabilities:		
Interest accrued and not yet due	$25,155 00	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities:		
Unredeemed tickets	7,807 70	
Sidings deposits	3,379 13	
Total accrued liabilities		36,341 83
Sinking and other special funds:		
General reserve	$1,243,839 58	
Premium on bonds (H.E.P.C.)	72,850 33	
Total sinking and other special funds		1,316,689 91
Profit and loss balance—Surplus	$11,396 50	
Total		$3,048,851 05

Capital Stock—Real Estate Mortgages.

Capital stock:		
Capital stock authorized by law, common	$500,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	.....	
Capital stock authorized by votes of company, common	$500,000 00	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common	$297,000 00	
Capital stock issued and outstanding, preferred	.....	
Total capital stock outstanding		$297,000 00
Amount paid in on.....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$297,000 00

Number of shares issued and outstanding, common	2,970	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	9	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common		$297,000 00
Amount of stock held, preferred		.....
Total stock held		.....

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
Railway from Walkerville to Tecumseh	5	Sept. 2, 1927	$189,000 00	$9,450 00
Totals	.....	.....	$189,000 00	$9,450 00

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Mortgage Bonds	5	Sept. 2, 1927	$189,000 00	$9,450 00
Totals	.....	.....	$189,000 00	$9,450 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1921, of General Reserve fund	$763,839 58	
of ..... fund	.....	
Total, December 31, 1921		$763,839 58
Additions during the year to ..... fund		490,000 00
to ..... fund		.....
Total, including additions		$1,253,839 58
Deductions during the year from ..... fund	.....	
from ..... fund	.....	
Total sinking and other special funds, December 31, 1922		$1,253,839 58

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	9,874,785
Number carried per mile of main railway track operated	233,143
Number of car miles run	1,499,477
Average number of persons employed	153
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	5.4 cents
Amount of passenger earnings per mile of road	15,461.35

Freight:

Number of tons freight earning revenue	6,726
Number of tons freight carried per mile of road	193.5
Average amount received for each ton of freight	358.3 cts.
Average receipts per ton of freight per mile	10.31 cts.
Average rate of speed of passenger cars per hour	8.3
Average rate of speed of freight cars per hour	7

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	46	6	...	...	2	3	...	2	...	...	1	...	...	48	22	30
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MISCELLANEOUS EQUIPMENT.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock: Trolleybusses, electric equipment	4
Other highway vehicles:	
Motor trucks	1
Road scrapers	2
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	All	...	...	...	34.749
Length of second main track	...	...	...	...	7.606
Total length of main track	...	...	...	...	42.355
Length of sidings, switches, etc.	...	...	...	...	4.668
Total, computed as single track	...	...	...	...	47.023
Length of line under construction	...	...	...	...	...

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
...	...	...	...	...	...	...	...	...	...	6,726	6,726	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	80 lb. A.S.C.E.	.....	.....	2,700	Paved, wood ties, 3.466 miles.
.....	80 lb.	.....	.....	1,509	Paved, Carnegie steel ties, 1.360 miles.
.....	80 lb.	.....	.....	880	Paved, International steel ties, 1.597 miles.
.....	85 lb. C.P.R.	.....	.....	2,700	Paved, wood ties, 1.995 miles.
.....	85 lb.	.....	.....	2,700	Open, wood ties, 1.295 miles.
.....	60 lb. A.S.C.E.	.....	.....	2,700	Open, wood ties, 28.020 miles.
.....	60 lb.	.....	.....	2,700	Paved, wood ties, 9.149 miles.
.....	6½ Gr. 95 lb.	.....	.....	2,700	Paved, wood ties, .141 miles.

Names of the several cities and towns in which the railways operated by the Company are located: Tecumseh, Riverside, Sandwich East, Ford, Walkerville, Windsor, Sandwich, Ojibway, Sandwich West, Anderdon, Amherstburg.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How Protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With Windsor, Essex & Lake Shore, Wyandotte Street, Windsor	Yes	.....	1	1
With Grand Trunk Ry., siding, Sandwich St., East, Ford	.....	Derail	3	1
With Grand Trunk Ry., siding, Sandwich St., East, Ford	.....	Derail	2	1
With Michigan Central Ry., siding, Wellington St., Windsor	.....	Semaphore	1	1
With Essex Terminal Ry., Wellington St., Windsor	.....	Semaphore and derail	1	1
With Essex Terminal Ry., Bedford St., Sandwich West Twp.	.....	Semaphore	1	1
With Essex Terminal Ry., Main St., Sandwich West Twp.	.....	Semaphore and derail	1	2
With Essex Terminal Ry., Main St., Ojibway	.....	Semaphore and derail	1	2
With Michigan Central Ry., Amherstburg	.....	Derail	1	1
With Essex Terminal Ry., Main St., Sandwich West	.....	Derail	1	2
No. junctions with other railways	2	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	31	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	33 ft.	.....	.....	.....
No. of feet per mile of heaviest gradient	26, 40	.....	.....	.....
Gauge of railway	4 ft. 8½ in.	.....	.....	.....
Width of devil strip	5 ft. 1 in. city 9 ft. 3½ in. and 10 ft 3½ in. interurban	.....	.....	.....
Total number of tracks at crossings			13	13
Number of above crossings at which frogs are inserted in the tracks				6

GENERAL REMARKS AND EXPLANATIONS.

.....
.....
.....

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property.....	.....	.....	.....	.....	.....	.....
Damage to property of Municipality.....	.....	.....	.....	.....	.....	.....
Damage to private property.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers.....	.....	105	.....	.....	.....	105
Employees.....	.....	9	.....	.....	.....	9
Other persons.....	.....	19	1	.....	1	19
Totals.....	.....	133	1	.....	1	133

STATEMENT OF EACH ACCIDENT.

.....
.....
.....

Wages Street Railway Company or Radial Railway.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	2	10	$160.00 t	o $175.00	per mth.
Conductors	26	9	4 05	4 50	4 95
Motormen	78	9	.....	.....	.....
Starters	2	12	150 00	per mth.	
Roadmen	15 to 30	10	4 00	.....	.....
Linemen	4 to 8	10	5 00	to 7 00	
Engineers	1	10	10 00	.....	.....
Blacksmiths	1	9	6 05	.....	.....
Firemen	.....	.....	.....	.....	.....
Electricians	2	9	4 50	to 6 00	
Armature winders	1	9	6 05	.....	.....
Machinists and mechanics	6	9	5 40	to 6 75	
Car cleaners	5	9	4 50	to 5 00	
Average number of employees	153	.....	.....	.....	.....
Watchmen	1	12	4 00	.....	.....
Switchmen and crossing tenders	.....	.....	.....	.....	.....

Corporate Organization.

Corporate name and address of the Company: Sandwich, Windsor and Amherstburg Railway, Windsor, Ont.

Names and business address of principal officers: President, Lt.-Col. Sir Adam Beck, Kt., LL.D., Toronto; Commissioners, J. G. Ramsden, Lt.-Col. D. Carmichael, D.S.O., M.C., Toronto; Treasurer, J. W. Gilmour, Toronto; Secretary, W. W. Pope; Auditor, G. F. Clarkson, Toronto; Chief Engineer, F. A. Gaby; Superintendent, W. R. Robertson.

Name of officer and address, to whom correspondence regarding this report should be addressed: W. G. Pierdon, Accountant, Toronto.

Names and residence of Board of Directors: Lt.-Col. Sir Adam Beck, Kt., LL.D., London, Ont.; Lt.-Col. D. Carmichael, D.S.O., M.C., Collingwood, Ont.; I. B. Lucas, Markdale, Ont.; J. W. Gilmour, Toronto, Ont.; W. W. Pope, Toronto, Ont.; F. A. Gaby, Toronto, Ont.; W. G. Pierdon, Toronto, Ont.; E. A. Hugill, Toronto, Ont.

ANNUAL REPORT OF THE

SARNIA STREET RAILWAY COMPANY, LIMITED,

For the Year Ending December 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates: City of Sarnia, Township of Sarnia and Village of Point Edward.
Name of Company: Sarnia Street Railway Company, Limited.
Date of Incorporation: March 24, 1874.
Dates of subsequent legislation.....
Date of expiry of franchise: January 1, 1931.
Amount paid to Municipality per year per mile of track..... Nil
Further amounts, if any, paid to Municipality by way of percentage earnings... Nil
Total amount paid Municipality during year for franchise..... Nil
Appraised value of plant and tracks for purposes of taxation.....Fixed Assessment
Total taxes paid during year to Municipality..... $1,219 66
Amount of aid received from Municipality, if any..... Nil
Power consumed per car mile in kilowatt hours..... .....
Cost per horse power for motive power used in operating plant..... .....
Cost of power per kilowatt per hour: First 50 hours at 3½ cents; second 50 hours at 2 cents; balance at 1½ cents.

Cost of power per car mile	.....
Average speed of cars	12 miles

State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Hydro-Electric.
Give number of power houses: One.

General exhibit:

Gross earnings from operation			$88,173 45
Operating expenses			77,405 72
Net earnings from operation			$10,767 73
Miscellaneous income		.....	
Total miscellaneous income			.....
Gross income above operating expenses			$10,767 73
Charges upon income accrued during the year:			
Interest on funded debt		$6,972 05	
Interest and discount on unfunded debts and loans		884 00	
Taxes, Municipal	$873 70		
Taxes, Provincial	185 00		
Taxes, Township	345 96		
		1,404 66	
Rentals of leased railways		.....	
Payments to sinking and other special funds		.....	
Other deductions from income		.....	
Total charges and deductions from income			9,260 71
Net divisible income			$1,507 02
Dividends declared.....per cent. on $		.....	
.....per cent. on		.....	
Total dividends declared			.....
Surplus for the year ending December 31, 1922			$1,507 02
Amount of surplus, December 31, 1921			62,579 24
Credits to profit and loss account during the year		.....	
Total credits			.....
Debits to profit and loss account during the year		.....	
Total debits			.....
Net amount credited to profit and loss			.....
Total surplus			$64,086 26

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$66,744 23
" carriage of mails	2,211 00
" carriage of express and parcels	3,292 04
" carriage of freight	10,529 62
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	.....
" interest on deposits	.....
Other earnings from operation:	
Commission as G.T.R. agents	3,368 43
Rent, etc.	2,028 13
Gross earnings from operation	$88,173 45

Expenses of operation:		
General expenses:		
Salaries of general officers and clerks and attendants		$5,343 00
General office expenses and supplies		887 62
Legal expenses		.....
Insurance		1,100 92
Switching charges, if any		.....
Other general expenses:		
Discount, printing and advertising		1,102 67
Ticket printing		829 08
Maintenance of roadbed and buildings:		
Repair of roadbed and track		6,682 87
Repair of electric line construction		188 06
Repair of buildings		624 49
Maintenance of equipment:		
Repair of cars: Wages, electricians		5,071 13
Repair of electric equipment of cars		10,799 31
Repair of miscellaneous equipment: trucks		1,377 86
Provender and stabling		939 91
Transportation expenses:		
Cost of electric motive power, $9,732.33; less power sold, $.....; net		9,732 33
Wages and compensation of persons employed in conducting transportation		19,020 85
Removal of snow and ice		1,516 50
Damages for injuries to persons and property		20 00
Tolls for trackage over other railways		.....
Rentals of buildings and other property		.....
Other transportation expenses: Maintenance of park, shop expense, wages teamsters, watchman, and miscellaneous		14,459 78
Total operating expenses		$79,694 38

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway: Pavement, etc.	$829 88	
Total additions to railway		$829 88
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment: Air brakes, etc.	$4,382 89	
Total additions to equipment		$4,382 89
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property:		
Office property	180 38	
Office property	449 35	
Total additions to other permanent property		629 73
Total additions to property accounts		$5,842 50
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$5,842 50

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	$110,215 91	
Electric line construction, including poles, wiring, feeder lines, etc.	17,899 44	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		$128,115 35
Cost of equipment:		
Passenger cars and other rolling stock	$26,025 43	
Electric equipment of same	38,597 35	
Other items of equipment	.....	
Total cost of equipment owned		64,622 78
Cost of land and buildings:		
Land necessary for operation of railway: Park	$19,643 54	
Electric power stations, including equipment	20,847 28	
Other buildings necessary for operation of railway: Office and barns	27,953 20	
Total cost of land and buildings owned		68,444 02
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$261,182 15
Cash and current assets:		
Cash	$1,068 29	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		1,068 29
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—Deficit		.....
Total		$262,250 44
Liabilities:		
Capital stock, common		$90,000 00
Capital stock, preferred		.....
Total capital stock		$90,000 00
Funded debt		90,700 00
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	$17,000 00	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Royal Bank overdraft	464 18	
Total current liabilities		17,464 18

Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Total sinking and other special funds		.....
Profit and loss balance—Surplus		$64,086 26
Total		$262,250 44

Capital Stock—Real Estate Mortgages.

Capital stock:		
Capital stock authorized by law, common	$100,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$100,000 00	
Capital stock authorized by votes of company, common	$90,000 00	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	$90,000 00	
Capital stock issued and outstanding, common		$90,000 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$90,000 00
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		$90,000 00

Number of shares issued and outstanding, common	1,800	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	1,800	
Number of stockholders, common	70	
Number of stockholders, preferred	.....	
Total number of stockholders	70	
Amount of stock held, common		$90,000 00
Amount of stock held, preferred		.....
Total stock held		$90,000 00

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

Funded Debt and Other Special Funds.

Funded Debt—Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Five year debentures issued November 10, 1920, interest at 7 per cent., payable May 10 and November 10 in each year	7%	Nov. 10, 1925	$90,700 00	$6,972 05
Total			$90,700 00	$6,972 05

Sinking and Other Special Funds.

Amount, December 31, 1921, of ..... fund	.....	
of ..... fund	.....	
Total, December 31, 1921		.....
Additions during the year to ..... fund	.....	
to ..... fund	.....	
Total, including additions		.....
Deductions during the year from ..... fund	.....	
from ..... fund	.....	
Total sinking and other special funds, December 31, 1922		.....

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.	
Number of passengers paying revenue carried during the year	1,157,652
Number carried per mile of main railway track operated	125,152
Number of car miles run	205,694
Average number of persons employed	30
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	5.75 cents
Amount of passenger earnings per mile of road	$7,215 59
Number of tons freight earning revenue	13,162
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	80 cents
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	12 miles
Average rate of speed of freight cars per hour	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	10	...	...	...	1	...	...	...	...	...	...	...	...	11	10	....
Open passenger cars	...	2	...	...	....	...	...	...	...	...	...	...	...	....	....	....

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	4
Other railway rolling stock	
Other highway vehicles	
Horses	4
Other items of equipment:	
Freight and baggage delivery wagons	5
Motor trucks	2

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	8¼				
Length of second main track					
Total length of main track	8¼				
Length of sidings, switches, etc.	1				
Total, computed as single track	9¼				9¼ miles
Length of line under construction					

Description of Freight Carried for Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B. M.	Tons	Cords	Tons			

Description Road Bed, Etc.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
		56		2,112	
		60			
		70			

Names of the several cities and towns in which the railways operated by the Company are located: Sarnia and Point Edward.

Grade Crossings with Railroads, Etc.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (3 in number), viz.:—				
With Grand Trunk Railway in City of Sarnia, at Exmouth Street, and St. Clair Avenue in Village of Point Edward		Derail and semaphore	1	
With Grand Trunk Railway on private right of way in Township of Sarnia	1		1	
With Grand Trunk Railway at Christina Street South in City of Sarnia		Derail and semaphore	1	
No. junctions with other railways		None		
No. of overhead bridges		"		
No. of highway crossings		"		
Height of overhead bridges above rail level		"		
Radius of sharpest curve		90 degrees		
No. of feet per mile of heaviest gradient				
Gauge of railway		4 ft. 8½ in.		
Width of devil strip		5 ft.		
Total number of tracks at crossings			3	Nil

Number of above crossings at which frogs are inserted in the tracks.....

General Remarks and Explanations.

.....
.....
.....
.....

Summary of Accidents to Property.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

STATEMENT OF EACH ACCIDENT.

.....

.....

.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors and motormen	9	10	$4 00	$4 50	$4 50
Starters					
Roadmen	3	9	3 50	3 50	3 50
Linemen	1	10	4 50	4 50	4 50
Engineers					
Blacksmiths					
Firemen					
Electricians	1	10			5 50
Armature winders					
Machinists and mechanics	1	10	4 50	4 50	4 50
Car cleaners	1	10	4 50	4 50	4 50
Average number of employees	30				
Watchmen	1	10	3 00	3 00	3 00
Switchmen and crossing tenders	4	9	2 00	2 00	2 00

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Sarnia Street Railway Company, Limited, Sarnia, Ont.

Names and business address of principal officers: President, Robt. Mackenzie, Sarnia, Ont.; Vice-President, Randal Kenny, Sarnia, Ont.; Treasurer, G. E. Wadland, Sarnia, Ont.; General Counsel, Hanna, LeSueur & McKinley, Sarnia, Ont.; Auditors, H. W. Unsworth and W. G. Prangley, Sarnia, Ont.; General Manager, G. E. Wadland.

Name of officer, and address, to whom correspondence regarding this report should be addressed: G. E. Wadland, Manager and Secretary Treasurer, Sarnia, Ont.

Names and residence of Board of Directors: Robt. Mackenzie, Sarnia, Ont.; Randal Kenny, Sarnia, Ont.; Chas. S. Ellis, Sarnia, Ont.; R. V. LeSueur, M.P., Sarnia, Ont.; W. R. Paul, Sarnia, Ont.; M. Mackenzie, Sarnia, Ont.; John E. Smallman, London.

ANNUAL REPORT OF THE

ST. THOMAS MUNICIPAL STREET RAILWAY

For the Year Ending December 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates: St. Thomas, Ont.	
Name of Company: St. Thomas Municipal Street Railway.	
Date of Incorporation	
Dates of subsequent legislation	
Date of expiry of franchise	
Amount paid to Municipality per year per mile of track	$.....
Further amounts, if any, paid to Municipality by way of percentage earnings, % on $	$.....
Total amount paid Municipality during year for franchise	$.....
Appraised value of plant and tracks for purposes of Taxation	$.....
Total taxes paid during year to Municipality	$.....
Amount of aid received from Municipality, if any: Appropriation	$ 9,200 00
Power consumed per car mile in kilowatt hours	.....
Cost per horse power for motive power used in operating plant	$1 25
Cost of power per kilowatt per hour: First 50 hours 1.3; second 50 hours .85, balance .11.	
Cost of power per car mile	.....
Average speed of cars	10-12 miles per hour
State if power is purchased or generated by Company: Purchased.	
State if power is generated by steam or water power: Hydro-Electric.	
Give number of power houses: None.	

General exhibit:

Gross earnings from operation		$29,369 00
Operating expenses		43,118 23
Net deficit from operation		$13,749 23
Miscellaneous income:		
Included in item of $29,369.00	$2,133 50	
Total miscellaneous income	.....	.....
Gross income above operating expenses		.....
Charges upon income accrued during the year:		
Interest on funded debt	$5,397 06	Included in
Interest and discount on unfunded debts and loans	715 30	operating
Taxes, Municipal	.....	expenses
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		.....
Net divisible income		$13,749 23
Dividends declared .....per cent. on $	.....	
.....per cent. on	.....	
Total dividends declared		.....
Deficit for the year ending December 31, 1922		$13,749 23
Amount of deficit		.....
Credits to profit and loss account during the year	.....	
Total credits	.....	
Debits to profit and loss account during the year	.....	
Total debits	.....	
Net amount credited to profit and loss		.....
Total deficit, December 31, 1922		$13,749 23

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried	$27,235 50
" carriage of mails	.....
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	.....
" advertising in cars	441 85
" interest on deposits	5 35
Other earnings from operation:	
Sales of scrap	1,554 39
Sundries	131 91
Gross earnings from operation	$29,369 00
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$2,347 50
General office expenses and supplies	205 60
Legal expenses	.....
Insurance	3,049 82
Switching charges, if any: Watchmen at crossings	2,566 59
Other general expenses:	
Travelling expenses	120 00
Water rates and miscellaneous	137 49
Maintenance of roadbed and buildings:	
Repair of roadbed and track	725 92
Repair of electric line construction	69 86
Repair of buildings	58 16
Maintenance of equipment:	
Repair of cars	764 00
Repair of electric equipment of cars	26 50
Repair of miscellaneous equipment	87 10
Provender and stabling	.....
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	6,044 33
Wages and compensation of persons employed in conducting transportation	20,731 50
Removal of snow and ice	.....
Damages for injuries to persons and property	.....
Tolls for trackage over other railways	.....
Rentals of buildings and other property	20 00
Other transportation expenses: Freight	51 50
Total operating expenses	$37,005 87

Property Accounts—Additions and Deductions During the Year.

Additions to railway:	
Extension of tracks (length.....feet)	.....
New electric line construction (length.....feet)	.....
Other additions to railway	.....
Total additions to railway	.....
Additions to equipment:	
Additional cars (.....in number)	.....
Electric equipment of same	.....
Other additional rolling stock	.....
Other additions to equipment	.....
Total additions to equipment	.....

Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	.....	.....
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	$59,250 00	
Electric line construction, including poles, wiring, feeder lines, etc.	3,000 00	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		$62,250 00
Cost of equipment:		
Passenger cars and other rolling stock	$16,700 00	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		16,700 00
Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$78,950 00
Cash and current assets:		
Cash	$215 92	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		215 92
Miscellaneous assets:		
Materials and supplies	$500 00	
Other assets and property	.....	
Total miscellaneous assets		500 00
Profit and loss balance—Deficit		.....
Total		$80,665 92

Liabilities:		
Capital stock, common		.....
Capital stock, preferred		.....
Total capital stock		.....
Funded debt		$110,293 17
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		.....
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Total sinking and other special funds		.....
Profit and loss balance—Surplus		.....
Total		$110,293 17

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	.....	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	.....	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		.....
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		.....
Amount paid in on .....shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common		
Number of shares issued and outstanding, preferred		
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.		Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
Street Railway.....	1	4	May 1, 1928	$50,000 00	$2,000 00
	2	4	Oct. 7, 1924	823 24	70 08
	3	5	June 1, 1932	14,560 89	781 17
	4	5	June 1, 1932	4,027 43	216 63
	5	5½	July 2, 1939	40,911 44	2,329 18
	6	5½	Dec. 2, 1939	22,728 58	1,317 92
NOTE.—Paid out of General Fund and Liability transferred to General Account.					
Totals.....		.....	.....	$133,051 58	$6,714 98

SINKING AND OTHER SPECIAL FUNDS

Amount, December 31, 1922, of.....fund.....		.....
of.....fund.....		.....
Total, December 31, 1922.....		.....
Additions during the year to.....fund.....	.....	
to.....fund.....	.....	
Total including additions.....		.....
Deductions during the year from.....fund.....	.....	
from.....fund.....	.....	
Total sinking and other special funds, December 31, 1922.....		.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year.....	549,801
Number carried per mile of main railway track operated.....	.....
Number of car miles run.....	.....
Average number of persons employed.....	15
If the Company commenced operation during the year, give the date.....	
Average amount received from each passenger.....	4.95 cents
Amount of passenger earnings per mile of road.....	.....
Freight:	
Number of tons freight earning revenue.....	.....
Number of tons freight carried per mile of road.....	.....
Average amount received for each ton of freight.....	.....
Average receipts per ton of freight per mile.....	.....
Average rate of speed of passenger cars per hour.....	10-12 miles
Average rate of speed of freight cars per hour.....	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped electric heaters
Box passenger cars	9	4	...	...	...	...	...	...	...	...	...	...	1	All	....	All
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	....	....

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	6½ miles	...	...	...	6½ miles
Length of second main track	...	...	...	...	...
Total length of main track	6½ miles	...	...	...	...
Length of sidings, switches, etc.	500 ft.	...	...	...	...
Total, computed as single track	...	...	...	...	...
Length of line under construction	None	...	...	...	...

Description of Freight Carried For Year Ending December 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: St. Thomas, Ont.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With London and Port Stanley Railway at Elm Street	.....	Semaphore	.....	.....
With London and Port Stanley Railway at Talbot Street	.....	Watchman	.....	.....
With Pere Marquette Railroad at Wilson Avenue	.....	Watchman	.....	.....
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	3	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	13 ft. 6 in.	.....	.....
Radius of sharpest curve	.....	45 degrees	.....	.....
No. of feet per mile of heaviest gradient	.....	3	.....	.....
Gauge of railway	.....	4 ft. 8½ in.	.....	.....
Width of devil strip	.....	4 ft. at sidings	.....	.....
Total Number of Tracks at Crossings			.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

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SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons	1	4				
Totals	1	4			1	4

STATEMENT OF EACH ACCIDENT.

.....

.....

.....

WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors and motormen	8	8½	50c	same	same
Starters					
Roadmen	2	9	55c a	nd 50c	
Linemen	3	9	50c a	nd 60c	
Engineers					
Night barn man	1		$97 00	monthly	
Firemen					
Electricians	1	9	60c	same	same
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees	15				
Watchmen					
Switchmen and crossing tenders					

Corporate Organization.

Corporate name and address of the Company: St. Thomas Municipal Street Railway, City Hall, St. Thomas, Ont.

Names and business address of principal officers: Chairman committee, A. A. Sutherland; Treasurer, S. O. Perry; Clerk of Corporation, W. B. Doherty; Auditor, H. T. Gough; General Manager and Superintendent, Chas. H. Johns.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Erma Precious, City Hall, St. Thomas, Ont.

Names and residence of Board of Directors: Alex. A. Sutherland, 80 Elgin St., St. Thomas; Charles E. Raven, Mayor, St. Thomas, Ont.

ANNUAL REPORT OF THE

SUDBURY, COPPER CLIFF SUBURBAN ELECTRIC RAILWAY COMPANY.

For the Year Ending December 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates: Sudbury and Copper Cliff.
Name of Company: Sudbury, Copper Cliff Suburban Electric Railway.
Date of Incorporation: April 16th, 1912.
Dates of subsequent legislation.....
Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track.....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings, % on $..... $.....
Total amount paid Municipality during year for franchise..... $.....
Appraised value of plant and tracks for purposes of taxation.....
Total taxes paid during year to Municipality.....
Amount of aid received from Municipality, if any.....
Power consumed per car mile in kilowatt hours..... .0008
Cost per horse power for motive power used in operating plant..... $25 00
Cost of power per kilowatt per hour.....Flat rate as above
Cost of power per car mile..... .02 cents
Average speed of cars..... 10 miles per hour
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power.....
Give number of power houses.....

General exhibit:

Gross earnings from operation		$39,338 73
Operating expenses		33,547 40
Net earnings from operation		$5,791 33
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$5,791 33
Charges upon income accrued during the year:		
Interest on funded debt	$4,500 00	
Interest and discount on unfunded debts and loans	3,200 00	
Taxes, Municipal	.....	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		7,700 00
Net divisible income		$1,908 67

Dividends declared.....per cent. on $.....	.....
.....per cent. on	.....
Total dividends declared.....	.....
Surplus or deficit for the year ending December 31, 1922.....	$1,908 67
Amount of surplus or deficit, December 31, 1921.....	.....
Credits to profit and loss account during the year.....	.....
Total credits.....	.....
Debits to profit and loss account during the year.....	.....
Total debits.....	.....
Net amount credited to profit and loss.....	.....
Total surplus or deficit, December 31, 1922.....	$1,908 67

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried.....	$38,368 43
" carriage of mails.....	.....
" carriage of express and parcels.....	.....
" carriage of freight.....	.....
" tolls for use of tracks by other companies.....	.....
" rentals of buildings and other property.....	8 00
" advertising in cars.....	947 50
" interest on deposits.....	14 80
Other earnings from operation.....	.....
Gross earnings from operation.....	$39,338 73
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	$2,149 95
General office expenses and supplies.....	86 20
Taxes.....	142 54
Insurance.....	1,975 34
Switching charges, if any.....	.....
Other general expenses.....	2,475 00
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	2,559 17
Repair of electric line construction.....	11 59
Repair of buildings.....	50 73
Maintenance of equipment:	
Repair of cars.....	2,097 29
Repair of electric equipment of cars: Car barn employees.....	3,110 80
Repair of miscellaneous equipment.....	146 35
Provender and stabling: Supplies.....	917 29
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	5,000 00
Wages and compensation of persons employed in conducting transportation.....	10,145 62
Removal of snow and ice.....	1,160 53
Damages for injuries to persons and property.....	.....
Tolls for trackage over other railways.....	1,518 60
Rentals of buildings and other property.....	.....
Other transportation expenses.....	.....
Total operating expenses.....	$33,547 40

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway	.....	
Additions to equipment:		
Additional cars (.....in number)	.....	
Electric equipment of same	.....	
Other additional rolling stock	.....	
Other additions to equipment	.....	
Total additions to equipment		.....
Additions to land and buildings:		
Additional land necessary for operation of railway	.....	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	.....	
Other new buildings necessary for operation of railway	.....	
Total additions to land and buildings		.....
Additions to other permanent property	.....	
Total additions to other permanent property		.....
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Total deductions from property accounts		.....
Net addition to property accounts for the year		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	$126,143 35	
Electric line construction, including poles, wiring, feeder lines, etc.	21,729 42	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost: Bridges	8,082 40	
Total cost of railway owned		$155,955 17
Cost of equipment:		
Passenger cars and other rolling stock	$35,388 65	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		35,388 65
Cost of land and buildings:		
Land necessary for operation of railway	$1,750 00	
Electric power stations, including equipment	20,557 06	
Other buildings necessary for operation of railway	7,778 09	
Total cost of land and buildings owned		30,085 15
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$221,428 97

Cash and current assets:		
Cash	$2,852 69	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets: Franchise	100,000 00	
Total cash and current assets		$102,852 69
Miscellaneous assets:		
Materials and supplies	$3,102 58	
Other assets and property	.....	
Total miscellaneous assets		3,102 58
Profit and loss balance—Deficit		.....
Total		$327,384 24
Liabilities:		
Capital stock, common		$110,500 00
Capital stock, preferred		62,600 00
Total capital stock		$173,100 00
Funded debt		75,000 00
Real estate mortgages		40,000 00
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$7,645 21	
Salaries and wages	843 21	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		8,488 42
Accrued liabilities:		
Interest accrued and not yet due	$7,700 00	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		$7,700 00
Sinking and other special funds	.....	
Total sinking and other special funds		.....
Profit and loss balance—Surplus		$23,093 82
Total		$327,384 24

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	$187,400 00	
Capital stock authorized by law, preferred	62,600 00	
Total capital stock authorized by law	$250,000 00	
Capital stock authorized by votes of company, common	$187,400 00	
Capital stock authorized by votes of company, preferred	62,600 00	
Total capital stock authorized by vote	$250,000 00	
Capital stock issued and outstanding, common		$110,500 00
Capital stock issued and outstanding, preferred		62,600 00
Total capital stock outstanding		$173,100 00

Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		$173,100 00
Number of shares issued and outstanding, common	1105	
Number of shares issued and outstanding, preferred	626	
Total number of shares outstanding	1,731	
Number of stockholders, common	26	
Number of stockholders, preferred	22	
Total number of stockholders	48	
Amount of stock held, common	$110,500 00	
Amount of stock held, preferred	62,600 00	
Total stock held	$173,100 00	

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount *	Interest paid during the year
Total assets	8%		$40,000 00	$3,200 00
Totals			$40,000 00	$3,200 00

Funded Debt—Sinking and Other Special Funds.

Funded Debt—Description of Bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
20 year first mortgage bonds guaranteed by the Town of Sudbury	6%	August, 1936	$75,000 00	$4,500 00
Totals			$75,000 00	$4,500 00

Sinking and Other Special Funds.

Amount, December 31, 1922, of.....fund		
of.....fund		
Total, December 31, 1922		
Additions during the year to.....fund		
to.....fund		
Total, including additions		
Deductions during the year from.....fund		
from.....fund		
Total sinking and other special funds, December 31, 1922		Nil.

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:	
Number of passengers paying revenue carried during the year	525,488
Number carried per mile of main railway track operated	66,513
Number of car miles run	106,421
Average number of persons employed	6
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	7.3 cents
Amount of passenger earnings per mile of road	$485 68
Freight:	
Number of tons freight earning revenue	.....
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	10
Average rate of speed of freight cars per hour	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars																
Open passenger cars	5											1				

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	7.9			7.9	7.9
Length of second main track					
Total length of main track	7.9			7.9	7.9
Length of sidings, switches, etc.					
Total, computed as single track	7.9			7.9	7.9
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
83,424		80 lb.		3,520	

Names of the several cities and towns in which the railways operated by the Company are located: Sudbury and Copper Cliff.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With C.P.R. at Elm Street	1		1	
With C.P.R. at Elm Street		Interlocking plant		
With C.P.R. at Copper Cliff Road	1		1	
No. junctions with other railways				
No. of overhead bridges	1			
No. of highway crossings	4			
Height of overhead bridges above rail level	15 ft.			
Radius of sharpest curve	90 degrees			
No. of feet per mile of heaviest gradient				
Gauge of railway	4 ft. 8½ in.			
Width of devil strip				
Total number of tracks at crossings			2	

Number of above crossings at which frogs are inserted in the tracks..... Nil

GENERAL REMARKS AND EXPLANATIONS.

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.....

.....

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

STATEMENT OF EACH ACCIDENT.

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WAGES STREET RAILWAY COMPANY OR RADIAL RAILWAY.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors	6	9			37½
Conductors					
Motormen					
Starters					
Roadmen	1	10			45
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics	3	10	2 at $125.00;	1 at	$185.00
Car cleaners					
Average number of employees	10	10			
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Sudbury, Copper Cliff Suburban Electric Railway, Sudbury, Ont.

Names and business address of principal officers: President, G. J. Mackay, Sudbury, Ont.; Vice-President, W. J. Laforest, Sudbury, Ont.; Treasurer, C. Bibby, Sudbury, Ont.; Clerk of Corporation, C. Bibby, Sudbury, Ont.; General Counsel, C. McCrea, Sudbury, Ont.; Auditor, W. J. Ross, Sudbury, Ont.; General Manager, L. O'Connor, Sudbury, Ont.

Names and residence of Board of Directors: James J. Mackey, Sudbury, Ont.; William J. Laforest, Sudbury, Ont.; Lawrence O'Connor, Sudbury, Ont.; John C. Clemens, Sudbury, Ont.; Chas. McCrea, Sudbury, Ont.; John A. Laberge, Sudbury, Ont.

ANNUAL REPORT OF THE

THURLOW RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates: Township of Thurlow, County of Hastings, Ontario.
Name of Company: Thurlow Railway Company.
Date of incorporation: April 11, 1907.
Dates of subsequent legislation.....
Date of expiry of franchise.....
Amount paid to Municipality per year per mile of track..... $.....
Further amounts, if any, paid to Municipality by way of percentage earnings, % on $..... $.....
Total amount paid Municipality during year for franchise..... $.....
Appraised value of Plant and Tracks for purposes of taxation.....
Total taxes paid during year to Municipality.....
Amount of aid received from Municipality, if any.....
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars.....
State if power is purchased or generated by Company.....
State if power is generated by steam or water power..... Steam
Give number of power houses.....

General exhibit:

Gross earnings from operation			$47,000 00
Operating expenses			34,883 53
Net earnings from operation			$12,116 47
Miscellaneous income:			
Interest		$2,336 95	
Total miscellaneous income			2,336 95
Gross income above operating expenses			$14,453 42
Charges upon income accrued during the year:			
Interest on funded debt			
Interest and discount on unfunded debts and loans			
Taxes, Municipal			
Taxes, Provincial	$26 70		
Taxes, Commutation			
Rentals of leased right of way	5,000 00		
Payments to sinking and other special funds			
Other deductions from income:			
Depreciation	2,519 27		
		$7,545 97	
Total charges and deductions from income			7,545 97
Net divisible income			$6,907 45

Dividends declared.....per cent. on $.....	.....
.....per cent. on	.....
Total dividends declared.....	.....
Surplus for the year ending December 31, 1922.....	$6,907 45
Amount of surplus, December 31, 1921.....	55,461 75
Credits to profit and loss account during the year.....	.....
Total credits.....	.....
Debits to profit and loss account during the year.....	.....
Total debits.....	.....
Net amount credited to profit and loss.....	.....
Total surplus, December 31, 1922.....	$62,369 20

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried.....	.....
" carriage of mails.....	.....
" carriage of express and parcels.....	.....
" carriage of freight.....	$47,000 00
" tolls for use of tracks by other companies.....	.....
" rentals of buildings and other property.....	.....
" advertising in cars.....	.....
" interest on deposits.....	.....
Other earnings from operation.....	.....
Gross earnings from operation.....	$47,000 00
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	.....
General office expenses and supplies.....	.....
Legal expenses.....	.....
Insurance.....	.....
Switching charges, if any.....	.....
Other general expenses.....	.....
Maintenance of roadbed and buildings:	
Repair of roadbed and track.....	$15,281 43
Repair of electric line construction.....	.....
Repair of buildings.....	.....
Maintenance of equipment:	
Repair of cars.....	.....
Repair of electric equipment of cars.....	.....
Repair of miscellaneous equipment.....	4,357 60
Provender and stabling.....	.....
Transportation expenses:	
Cost of electric motive power, $.....; less power sold, $.....; net	.....
Wages and compensation of persons employed in conducting transportation.....	7,451 80
Removal of snow and ice.....	.....
Damages for injuries to persons and property.....	.....
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	.....
Other transportation expenses:	
Fuel.....	7,409 40
Materials.....	383 30
Total operating expenses.....	$34,883 53

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet).....	.....	
New electric line construction (length.....feet).....	.....	
Other additions to railway.....	.....	
Total additions to railway.....		.....
Additions to equipment:		
Additional cars (.....in number).....	.....	
Electric equipment of same.....	.....	
Other additional rolling stock.....	.....	
Other additions to equipment.....	.....	
Total additions to equipment.....		.....
Additions to land and buildings:		
Additional land necessary for operation of railway.....	.....	
New electric power stations, including machinery, etc.....	.....	
Additional equipment of power stations.....	.....	
Other new buildings necessary for operation of railway.....	.....	
Total additions to land and buildings.....		.....
Additions to other permanent property.....	.....	
Total additions to other permanent property.....		.....
Total additions to property accounts.....		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Depreciation:		
Roadbed and tracks.....	$1,336 16	
Cars and other rolling stock.....	1,132 44	
Buildings.....	50 67	
Total deductions from property accounts.....		$2,519 27
Net deductions from property accounts for the year.....		$2,519 27

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks.....	$22,714 76	
Electric line construction, including poles, wiring, feeder lines, etc.....	.....	
Interest accrued during construction of railway.....	.....	
Engineering and other expenses incident to construction...	.....	
Other items of railway cost.....	.....	
Total cost of railway owned.....		$22,714 76
Cost of equipment:		
Cars and other rolling stock.....	$19,251 44	
Electric equipment of same.....	.....	
Other items of equipment.....	.....	
Total cost of equipment owned.....		19,251 44
Cost of land and buildings:		
Land necessary for operation of railway.....	.....	
Electric power stations, including equipment.....	.....	
Other buildings necessary for operation of railway.....	$861 39	
Total cost of land and buildings owned.....		861 39
Other permanent property.....	.....	
Total cost of other permanent property owned.....		.....
Total permanent investments.....		$42,827 59

Cash and current assets:		
Cash	.....	
Bills and accounts receivable	$44,541 61	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		$44,541 61
Miscellaneous assets:		
Materials and supplies	.....	
Other assets and property	.....	
Total miscellaneous assets		.....
Profit and loss balance—Deficit		.....
Total		$87,369 20
Liabilities:		
Capital stock, common		$25,000 00
Capital stock, preferred		.....
Total capital stock		$25,000 00
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		.....
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds	.....	
Total sinking and other special funds		.....
Profit and loss balance—Surplus		62,369 20
Total		$87,369 20

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	$50,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$50,000 00	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		$25,000 00
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		$25,000 00

Amount paid in on.....shares not yet issued	.....
Amount paid in on stock to be exchanged	.....
Scrip convertible into stock	.....
Other paid stock liability	.....
Total capital stock liability	$25,000 00

Number of shares issued and outstanding, common	
Number of shares issued and outstanding, preferred	
Total number of shares outstanding	
Number of stockholders, common	
Number of stockholders, preferred	
Total number of stockholders	
Amount of stock held, common	.....
Amount of stock held, preferred	.....
Total stock held	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount		Interest paid during the year	
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding		Interest paid during the year	
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....	.....	.....

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1922, of.....fund		.....
of.....fund		.....
Total, December 31, 1922		.....
Additions during the year to.....fund	.....	
to.....fund	.....	
Total including additions		.....
Deductions during the year from.....fund	.....	
from.....fund	.....	
Total sinking and other special funds, December 31, 1922		.....

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.:

Number of passengers paying revenue carried during the year	.....
Number carried per mile of main railway track operated	.....
Number of car miles run	.....
Average number of persons employed	14
If the Company commenced operation during the year, give the date	.....
Average amount received from each passenger	.....
Amount of passenger earnings per mile of road	.....

Freight:

Number of tons freight earning revenue	.....
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	.....
Average rate of speed of freight cars per hour	20 miles

Description of equipment	No. of motor cars	Trailer cars	Official cars	Locomotives	Baggage and mail express cars	Box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	...	...	...	3	....	4	...	2	13	...	...	...	...	....	...	....
Open passenger cars	...	...	...	...	....	...	...	...	...	...	...	...	...	....	...	....

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	2.671	.....	.....	.....	2.671
Length of second main track	.....	.....	.....	.....	.....
Total length of main track	2.671	.....	.....	.....	2.671
Length of sidings, switches, etc.	2.766	.....	.....	.....	2.766
Total, computed as single track	5.437	.....	.....	.....	5.437
Length of line under construction	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B.M.	Tons	Cords	Tons			

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel.	Iron.	Steel.	Iron.		
All		65		3,080	80 lb. rail at all frogs and switches.

Names of the several cities and towns in which the railways operated by the Company are located.....

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With Canadian National Railways.....	.....	Interlocking plant, derails and semaphores	1	.....
No. junctions with other railways.....	2	.....	.....	.....
No. of overhead bridges.....	.....	.....	.....	.....
No. of highway crossings.....	1	.....	.....	.....
Height of overhead bridges above rail level.....	.....	.....	.....	.....
Radius of sharpest curve.....	716.8 ft.	.....	.....	.....
No. of feet per mile of heaviest gradient....	158.4 ft.	.....	.....	.....
Gauge of railway.....	4 ft. 8½ in.	.....	.....	.....
Width of devil strip.....	.....	.....	.....	.....
Total number of tracks at crossings.....			.....	.....
Number of above crossings at which frogs are inserted in the tracks....			.....	.....

GENERAL REMARKS AND EXPLANATIONS.

The above mentioned curve is on our main line. One of our siding curves has a radius of 193.2''.

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees			1		1	
Other persons						
Totals			1		1	

STATEMENT OF EACH ACCIDENT.

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WAGES STREET RAILWAY COMPANIES OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors					
Motormen					
Starters					
Roadmen					
Linemen					
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Thurlow Railway Company, Canada Cement Company Building, Phillips Square, Montreal, Que.

Names of principal officers: President, F. P. Jones, Secretary-Treasurer, H. L. Doble.

Name of officer, and address, to whom correspondence regarding this report should be addressed: H. L. Doble, secretary-treasurer, c/o Canada Cement Co., Ltd., Montreal.

Names and residence of Board of Directors: F. P. Jones, Montreal; H. L. Doble, Montreal; C. C. Ballantyne, Montreal; A. C. Tagge, Montreal, A. C. Bedford-Jones, Montreal.

ANNUAL REPORT OF THE

TORONTO TRANSPORTATION COMMISSION

FOR THE 16 MONTHS ENDING DECEMBER 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates:	Toronto, Ontario.
Name of Company: Toronto Transportation Commission.	
Date of Incorporation: August, 1920. 10-11 Geo. V, Chap. 144.	
Dates of subsequent legislation	
Date of expiry of franchise	Civic owned.
Amount paid to Municipality per year per mile of track	Nil.
Further amounts, if any, paid to Municipality by way of percentage earnings	Nil.
Total amount paid Municipality during year for franchise	Nil.
Appraised value of plant and tracks for purposes of taxation	
Total taxes paid during year to Municipality	
Amount of aid received from Municipality, if any	
Power consumed per car mile in kilowatt hours	3.128 K.W.H.
Cost per horse power for motive power used in operating plant	
Cost of power per kilowatt per hour	
Cost of power per car mile	4.261 cents
Average speed of cars	9.065 M.P.H.
State if power is purchased or generated by Company	Purchased
State if power is generated by steam or water power	Water
Give number of power houses	

General exhibit for the 16 months:

Gross earnings from operation		$15,723,482 22
Operating expenses		10,918,320 68
Net earnings from operation		$4,805,161 54
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		.....
Charges upon income accrued during the year:		
Interest on funded debt, debentures, etc.	$2,017,220 10	
Interest and discount on unfunded debts and loans	38,455 20	
Taxes, Municipal	50,294 20	
Taxes, Provincial	.....	
Taxes, Commutation	.....	
Rentals of leased railways	.....	
Payments to sinking and other special funds:		
Sinking fund charges	$425,107 97	
Depreciation	1,012,827 00	
	1,437,934 97	

Other deductions from income:			
Injuries and damages	$400,000 00		
Organization expense, contingencies, unredeemed tickets, etc.	751,788 08		
		$1,151,788 08	
Total charges and deductions from income			$4,695,692 55
Net divisible income			$109,468 99
Dividends declared.....per cent. on $.....		.....	
.....per cent. on		.....	
Total dividends declared		.....	.....
Surplus for the 16 months ending December 31, 1922			$109,468 99
Amount of surplus or deficit, December 31, 1922			.....
Credits to profit and loss account during the year		.....	
Total credits		.....	
Debits to profit and loss account during the year		.....	
Total debits		.....	
Net amount credited to profit and loss			.....
Total surplus, December 31, 1922			$109,468 99

Earnings and expenses of operation for 16 months:

Earnings from operation:	
Receipts from passengers carried	$15,455,337 29
" carriage of mails	.....
" carriage of express and parcels	.....
" carriage of freight	.....
" tolls for use of tracks by other companies	.....
" rentals of buildings and other property	18,638 02
" advertising in cars	172,121 79
" interest on deposits	.....
Other earnings from operation	.....
Sundry other sources	77,385 12
Gross earnings from operation	$15,723,482 22
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants	$232,599 15
General office expenses and supplies	74,358 96
Legal expenses	12,966 26
Insurance	141,743 65
Switching charges, if any	.....
Other general expenses	246,515 35
Maintenance of roadbed and buildings:	
Repair of roadbed and track	499,768 82
Repair of electric line construction	122,932 94
Repair of buildings	61,849 02
Maintenance of equipment:	
Repair of cars	973,876 44
Repair of electric equipment of cars	421,980 13
Repair of miscellaneous equipment	163,991 39
Provender and stabling	24,545 80

Transportation expenses:		
Cost of electric motive power, $.....; less power sold, $.....; net		1,499,606 29
Wages and compensation of persons employed in conducting transportation		6,222,477 53
Removal of snow and ice		38,698 59
Damages for injuries to persons and property		134,065 11
Tolls for trackage over other railways		.....
Rentals of buildings and other property		42,210 88
Other transportation expenses		4,134 37
Total operating expenses		$10,918,320 68

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length, 211,332 feet)	.....	
New electric line construction (length.....feet)	.....	
Other additions to railway	.....	
Total additions to railway		$4,349,444 63
Additions to equipment:		
Additional cars (250 in number)	$2,538,712 84	
Electric equipment of same	1,163,083 90	
Other additional rolling stock	335,217 73	
Other additions to equipment: Rolling stock betterments	411,794 91	
Total additions to equipment		4,448,809 38
Additions to land and buildings:		
Additional land necessary for operation of railways	$1,282,440 98	
New electric power stations, including machinery, etc.	.....	
Additional equipment of power stations	5,067 71	
Other new buildings necessary for operation of railway	1,681,287 41	
Total additions to land and buildings		2,968,796 10
Additions to other permanent property:		
Garages and other building improvements	$127,826 15	
Total additions to other permanent property		127,826 15
Total additions to property accounts		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	.....	
Total deductions from property accounts		.....
Net addition to property accounts for the year		$11,894,876 26

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks	.....	
Electric line construction, including poles, wiring, feeder lines, etc.	.....	
Interest accrued during construction of railway	.....	
Engineering and other expenses incident to construction	.....	
Other items of railway cost	.....	
Total cost of railway owned		.....
Cost of equipment:		
Passenger cars and other rolling stock	.....	
Electric equipment of same	.....	
Other items of equipment	.....	
Total cost of equipment owned		.....

Cost of land and buildings:		
Land necessary for operation of railway	.....	
Electric power stations, including equipment	.....	
Other buildings necessary for operation of railway	.....	
Total cost of land and buildings owned		.....
Other permanent property	.....	
Total cost of other permanent property owned		.....
Total permanent investments		$35,100,538 83
Cash and current assets:		
Cash	$754,235 00	
Bills and accounts receivable	1,380,438 23	
Sinking and other special funds	741,805 68	
Other cash and current assets: Advances to agents and conductors, also capital funds in hands of City Treasurer	3,299,217 15	
Total cash and current assets		6,175,696 06
Miscellaneous assets:		
Materials and supplies	$330,552 53	
Other assets and property	.....	
Prepaid charges	162,486 53	
Total miscellaneous assets		493,039 06
Profit and loss balance—Deficit		.....
Total		$41,769,273 95

Details of assets not yet available. Toronto Railway Company property acquired through arbitration, the award now going to appeal.

Liabilities:		
Capital stock, common		.....
Capital stock, preferred		.....
Total capital stock		.....
Funded debt		$25,820,340 65
Real estate mortgages		513,840 00
Current liabilities:		
Loans and notes payable	.....	
Audited vouchers and accounts	$1,715,384 94	
Salaries and wages	254,078 86	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		1,969,463 80
Accrued liabilities:		
Interest accrued and not yet due	$124,894 50	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities:		
Total accrued liabilities		124,894 50
Contingent liability *re* Toronto Railway Company award and interest thereon, less payment on account		9,186,075 19
Sinking and other special funds:		
Sinking fund reserve	$1,139,213 19	
Miscellaneous reserves	2,905,977 63	
Total sinking and other special funds		4,045,190 82

Profit and loss balance—Surplus	$ 109,468 99
Total	$41,769,273 95

Capital Stock—Real Estate Mortgages.

Capital stock:		
Capital stock authorized by law, common		
Capital stock authorized by law, preferred		
Total capital stock authorized by law		
Capital stock authorized by votes of company, common		
Capital stock authorized by votes of company, preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		
Capital stock issued and outstanding, preferred		
Total capital stock outstanding		
Amount paid in on.....shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		
Number of shares issued and outstanding, common		
Number of shares issued and outstanding, preferred		
Total number of shares outstanding		
Number of stockholders, common		
Number of stockholders, preferred		
Total number of stockholders		
Amount of stock held, common		
Amount of stock held, preferred		
Total stock held		

Real Estate Mortgages.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
J. E. Edwards & Son, Oct. 1, 1921	6 %	Oct. 1, 1926	$42,500 00	
J. W. MacNamara & Son, Oct. 1, 1921	5½%	Aug. 1, 1926	420,000 00	
A. J. G. Simmers Est., Sept. 1, 1923	6 %	Sept. 1, 1923	30,590 00	
Allen, Cassells & Defries, Jan. 1, 1922	6½%	Jan. 1, 1927	25,000 00	
Totals			$518,090 00	$27,666 53

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

Funded Debt—Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
By-law 5626—July 1, 1911	4 %	July 1, '36	$744,648 62	$61,722 29
" 5933—Jan. 1, 1912	4 %	July 1, '36	88,359 18	7,439 36
" 7150—July 1, 1912	4½%	July 1, '48	55,249 42	3,929 28
" 7269—Jan. 1, 1915	4½%	July 1, '36	316,655 19	27,357 66
" 7451—July 1, 1915	4½%	July 1, '36	79,216 38	6,521 76
" 6954—Jan. 1, 1912	4½%	July 1, '24	12,089 25	3,911 19
" 7270—Jan. 1, 1915	4½%	July 1, '35	7,325 92	.....
" 9303—Dec. 1, 1920	6 %	Dec. 1, '40	540,694 00	70,200 00
Serial Bonds—				
By-law 7822—June 1, 1917	5 %	June 1, '27	10,000 00	700 00
" 7824—June 1, 1917	5 %	June 1, '37	109,000 00	7,000 00
" 7826—June 1, 1917	5 %	June 1, '37	123,000 00	7,875 00
" 8178—Sept. 1, 1919	5½%	Sept. 1, '29	153,000 00	9,405 00
" 8627—Mch. 1, 1921	6 %	Mch. 1, '41	2,838,000 00	174,360 00
" 8731—June 1, 1921	6 %	June 1, '51	10,000,000 00	717,185 04
" 8781—July 1, 1921	6 %	July 1, '51	10,000,000 00	748,767 00
Totals	.....	.....	$25,820,340 65	$1,846,373 58

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1922, of sinking fund	$1,139,213 19
of.....fund	.....
Total, December 31, 1922	.....
Additions during the year to.....fund	.....
to.....fund	.....
Total including additions	.....
Deductions during the year from.....fund	.....
from.....fund	.....
Total sinking and other special funds, December 31, 1922	$1,139,213 19

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during 16 months	249,015,476
Number carried per mile of main railway track operated	.....
Number of car miles run	35,558,357
Average number of persons employed	.....
If the Company commenced operation during the year, give the date	.....
Average amount received from each passenger	6.165 cents
Amount of passenger earnings per mile of road	.....
Freight:	
Number of tons freight earning revenue	.....
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	.....
Average rate of speed of freight cars per hour	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Misc. service	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars	863	108	...	...	...	...	...	...	...	...	39	...	25	1,010	996	....
Open passenger cars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	....

Miscellaneous Equipment.	Total Number
Barges and omnibuses	.....
Carts and snow sleds	.....
Other railway rolling stock	.....
Other highway vehicles	.....
Horses	1
Other items of equipment:	
Motor buses	11
Trackless trolley buses	4

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	93.485	.....	.....	.....	93.485
Length of second main track	87.350	.....	.....	.....	87.350
Total length of main track	180.835	.....	.....	.....	180.835
Length of sidings, switches, etc.	24.253	.....	.....	.....	24.253
Total, computed as single track	205.088	.....	.....	.....	205.088
Length of line under construction	.....	.....	.....	.....	.....

Description of Freight Carried for Year Ending December 31, 1922.

Flour.		Grain.		Live Stock.		Lumber.		Fuel.		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B. M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
G.G.	.....	122 lb.	.....	24″ centres	with concrete foundation; straight track; paving, granite and asphalt.
T	.....	100 lb.	.....	20″ centres	with broken stone foundation; straight track; paving, granite and asphalt.
G.G.	.....	122 lb.	.....	.....	Broken stone foundation intersections; paving, granite and asphalt.
G.G.	.....	140 lb.	.....	.....	Broken stone foundation intersections; paving, granite and asphalt.
G.G.	.....	108 lb.	.....	.....	Broken stone foundation, yards.

Names of the several cities and towns in which the railways operated by the Company are located: Toronto only.

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Un-protected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (.....in number), viz.:—				
With C.P.R., Front Street	.....	5 gates and derails	2	1
With G.T.R.	.....	4 gates and derail	2	1
With G.T.R., Ashbridge's Industrial	.....	.....	2	1
With G.T.R., Queen Street East	.....	4 gates and 2 derails; 2 semaphores on rly.	2	2
With G.T.R., Danforth Avenue	.....	2 derails and semaphores	2	1
With G.T.R., Bathurst and Front	.....	.....	2	1
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve ..... 37′ 0″	.....	.....	.....	.....
No. of feet of heaviest gradient 9.49%	.....	.....	.....	.....
Gauge of railway ..... 4′ 10⅝″	.....	.....	.....	.....
Width of devil strip ..... 5′ 4″	.....	.....	.....	.....
Total number of tracks at crossings			12	7
Number of above crossings at which frogs are inserted in the tracks			.....	4

GENERAL REMARKS AND EXPLANATIONS.

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SUMMARY OF ACCIDENTS TO PROPERTY.

For 16 Months, December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property	314	1,259	213	796	287	2,594
Damage to property of Municipality	2	5	2	.....	3	19
Damage to private property	392	1,548	299	994	651	2,585
Total	708	2,812	514	1,790	941	5,198

Total amount paid during year for damages caused by accidents .....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers	0	363	1	813	1	1,176
Employees	3	154	3	234	6	388
Other persons	2	66	12	244	14	310
Totals	5	583	16	1,291	21	1,874

STATEMENT OF EACH ACCIDENT.

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WAGES STREET RAILWAY COMPANIES OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st 3 mths.	Next 9 mths.	2nd year
Inspectors	49	8	$5.55	per day	.....
Conductors	1,288	8½	55	57½	60
Motormen	1,069	8½	55	57½	60
Starters	15	8	5.75	per day	.....
Roadmen	.....	.....	.....	.....	.....
Linemen: First class	26	8	77	77	77
Second class	10	8	72	72	72
Engineers	.....	.....	.....	.....	.....
Blacksmiths	14	8	62	to 72	.....
Firemen	30	8	60	60	60
Electricians: Repairmen	308	8	55	57½	60
Helpers	3	8	63	.....	63
Armature winders	6	8	73	.....	73
Machinists and mechanics	31	8	71	to 81	.....
Car cleaners	128	8	54	54	54
Average number of employees	3,813	8	.....	.....	.....
Watchmen	8	8	3.00	per day	.....
Switchmen and crossing tenders	5	8	1.50	per day	

Corporate Organization.

Corporate name and address of the Company: Toronto Transportation Commission, Toronto, Ontario.

Names and business address of principal officers: Chairman of Commission, Phillip W. Ellis, Toronto, Ont.; Commissioner, George Wright, Toronto, Ont.; Commissioner, Fred R. Miller, died August 30, 1922; General Counsel, Irving S. Fairty, K.C., Toronto, Ont.; General Manager, H. H. Couzens, Toronto, Ont.; Assistant Manager, David W. Harvey, Toronto, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: H. H. Couzens, General Manager, Toronto, Ont.

ANNUAL REPORT OF THE

WATERLOO WELLINGTON RAILWAY COMPANY

For the Year Ending December 31, 1922.

General information:

Name of Municipality or Municipalities in which railway operates: City of Kitchener and Township of Waterloo.
Name of Company: The Waterloo Wellington Railway Company.
Date of Incorporation: 12th December, 1901, as Berlin & Bridgeport Electric Street Railway Company, Limited.
Dates of subsequent legislation: Act of Ontario Legislature, March 18, 1912, changing name to The Berlin & Northern Railway Company; Act of Ontario Legislature, April 16, 1919, changing name to The Waterloo Wellington Railway Company.
Date of expiry of franchise: Part intermediate and part June 29, 1937.
Amount paid to Municipality per year per mile of track: .....$.....
Further amounts, if any, paid to Municipality by way of percentage earnings,
% on $.....$.....
Total amount paid Municipality during year for franchise.....$.....
Appraised value of plant and tracks for purposes of taxation .....
Total taxes paid during year to Municipality.....
Amount of aid received from Municipality, if any.....
Power consumed per car mile in kilowatt hours.....
Cost per horse power for motive power used in operating plant.....
Cost of power per kilowatt per hour.....
Cost of power per car mile.....
Average speed of cars: About 8 miles per hour.
State if power is purchased or generated by Company: Purchased.
State if power is generated by steam or water power: Hydro-Electric.
Give number of power houses.....

General Exhibit:

Gross earnings from operation		$10,422 88
Operating expenses, not including taxes		9,869 69
Net earnings from operation		$553 19
Miscellaneous income	.....	
Total miscellaneous income		.....
Gross income above operating expenses		$553 19
Charges upon income accrued during the year:		
Interest on funded debt	$3,600 00	
Interest and discount on unfunded debts and loans	827 56	
Taxes, Municipal	$577 28	
Taxes, Provincial	33 10	
Taxes, Commutation	.....	
	610 38	
Rentals of leased railways	.....	
Payments to sinking and other special funds	.....	
Other deductions from income	.....	
Total charges and deductions from income		5,037 94
Net divisible income		$4,484 75

Dividends declared.....per cent. on $.....	.....
.....per cent. on	.....
Total dividends declared.....	.....
Deficit for the year ending December 31, 1922.....	$4,484 75
Amount of surplus or deficit, December 31, 1921.....	12,578 56
Credits to profit and loss account during the year.....	.....
Total credits.....	.....
Debits to profit and loss account during the year.....	.....
Total debits.....	.....
Net amount credited to profit and loss.....	.....
Total deficit, December 31, 1922.....	$17,063 31

Earnings and Expenses of Operation.

Earnings from operation:	
Receipts from passengers carried.....	$8,883 34
" carriage of mails.....	599 50
" carriage of express and parcels.....	22 40
" carriage of freight.....	.....
" tolls for use of tracks by other companies.....	.....
" rentals of buildings and other property.....	478 25
" advertising in cars.....	150 00
" interest on deposits.....	.....
Other earnings from operation.....	289 39
Gross earnings from operation.....	$10,422 88
Expenses of operation:	
General expenses:	
Salaries of general officers and clerks and attendants.....	$1,210 50
General office expenses and supplies.....	140 50
Legal expenses.....	.....
Insurance.....	495 16
Switching charges, if any.....	.....
Other general expenses.....	412 26
Maintenance of roadbed and buildings:	
Repair of roadbed and track; repair of electric line construction.....	632 57
Repair of buildings.....	194 54
Maintenance of equipment:	
Repair of cars; repair of electric equipment of cars; repair of miscellaneous equipment.....	730 61
Provender and stabling.....	.....
Transportation Expenses:	
Cost of electric motive power and use of city track.....	3,109 12
Wages and compensation of persons employed in conducting transportation.....	2,895 93
Removal of snow and ice.....	35 77
Damages for injuries to persons and property.....	12 73
Tolls for trackage over other railways.....	.....
Rentals of buildings and other property.....	.....
Other transportation expenses.....	.....
Total operating expenses.....	$9,869 69

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway:		
Extension of tracks (length.....feet).....	.....	
New electric line construction (length.....feet).....	.....	
Other additions to railway.....	.....	
Total additions to railway.....		.....
Additions to equipment:		
Additional cars (.....in number).....	.....	
Electric equipment of same.....	.....	
Other additional rolling stock.....	.....	
Other additions to equipment.....	.....	
Total additions to equipment.....		.....
Additions to land and buildings:		
Additional land necessary for operation of railway.....	.....	
New electric power stations, including machinery, etc.....	.....	
Additional equipment of power stations.....	.....	
Other new buildings necessary for operation of railway.....	.....	
Total additions to land and buildings.....		.....
Additions to other permanent property.....	.....	
Total additions to other permanent property.....		.....
Total additions to property accounts.....		.....
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts).....	.....	
Total deductions from property accounts.....		.....
Net addition to property accounts for the year.....		.....

GENERAL BALANCE SHEET.

Assets:		
Cost of railway:		
Roadbed and tracks; electric line construction, including poles, wiring, feeder lines, etc.....	$ 48,381 23	
Interest accrued during construction of railway.....	.....	
Engineering and other expenses incident to construction ...	2,633 76	
Other items of railway cost: Margaret Avenue bridge signals, etc.....	5,220 48	
Total cost of railway owned.....		$56,235 47
Cost of equipment:		
Passenger cars and other rolling stock.....	$ 7,870 45	
Electric equipment of same.....	.....	
Other items of equipment.....	.....	
Total cost of equipment owned.....		7,870 45
Cost of land and buildings:		
Land necessary for operation of railway.....	$ 4,684 37	
Electric power stations, including equipment.....	.....	
Other buildings necessary for operation of railway.....	7,746 51	
Total cost of land and buildings owned.....		12,430 88
Other permanent property.....	.....	
Total cost of other permanent property owned.....		.....
Total permanent investments.....		$76,536 80

Cash and current assets:		
Cash	$ 166 43	
Bills and accounts receivable	.....	
Sinking and other special funds	.....	
Other cash and current assets	.....	
Total cash and current assets		.....
Miscellaneous asssets:		
Materials and supplies	.....	
Other assets and property	$ 1,448 13	
Total miscellaneous assets		1,614 56
Profit and loss balance—Deficit		17,063 31
Total		$95,214 67
Liabilities:		
Capital stock, common		$19,200 00
Capital stock, preferred		.....
Total capital stock		$19,200 00
Funded debt		.....
Real estate mortgages		.....
Current liabilities:		
Loans and notes payable	$16,014 67	
Audited vouchers and accounts	.....	
Salaries and wages	.....	
Dividends not called for	.....	
Matured interest coupons unpaid	.....	
Rentals due and unpaid	.....	
Miscellaneous current liabilities	.....	
Total current liabilities		16,014 67
Accrued liabilities:		
Interest accrued and not yet due	.....	
Taxes accrued and not yet due	.....	
Rentals accrued and not yet due	.....	
Miscellaneous accrued liabilities	.....	
Total accrued liabilities		.....
Sinking and other special funds: Bonds	$ 60,000 00	
Total sinking and other special funds		60,000 00
Profit and loss balance—Surplus		.....
Total		$95,214 67

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital stock:		
Capital stock authorized by law, common	$400,000 00	
Capital stock authorized by law, preferred	.....	
Total capital stock authorized by law	$400,000 00	
Capital stock authorized by votes of company, common	.....	
Capital stock authorized by votes of company, preferred	.....	
Total capital stock authorized by vote	.....	
Capital stock issued and outstanding, common		.....
Capital stock issued and outstanding, preferred		.....
Total capital stock outstanding		.....

Amount paid in on ..... shares not yet issued		.....
Amount paid in on stock to be exchanged		.....
Scrip convertible into stock		.....
Other paid stock liability		.....
Total capital stock liability		.....
Number of shares issued and outstanding, common	.....	
Number of shares issued and outstanding, preferred	.....	
Total number of shares outstanding	.....	
Number of stockholders, common	.....	
Number of stockholders, preferred	.....	
Total number of stockholders	.....	
Amount of stock held, common	.....	
Amount of stock held, preferred	.....	
Total stock held	.....	

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest	Mortgage when due	Amount	Interest paid during the year
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

FUNDED DEBT—SINKING AND OTHER SPECIAL FUNDS.

FUNDED DEBT— Description of bonds, etc.	Rate of interest	Day of maturity	Amount outstanding	Interest paid during the year
First Mortgage Bonds	6%	.....	$60,000 00	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Totals	.....	.....	.....	.....

SINKING AND OTHER SPECIAL FUNDS.

Amount, December 31, 1922, of ..... fund		.....
of ..... fund		.....
Total, December 31, 1922		.....
Additions during the year to ..... fund	.....	
to ..... fund	.....	
Total including additions		.....
Deductions during the year from ..... fund	.....	
from ..... fund	.....	
Total sinking and other special funds, December 31, 1922		.....

Volume of Traffic—Equipment, Etc.

Volume of traffic, etc.	
Number of passengers paying revenue carried during the year	171,481
Number carried per mile of main railway track operated	50,421
Number of car miles run	35,800
Average number of persons employed	4
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	5.18 cents
Amount of passenger earnings per mile of road	$2,848 00
Freight:	
Number of tons freight earning revenue	.....
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	.....
Average rate of speed of freight cars per hour	.....

Description of equipment	No. of motor cars	Trailer cars	Official cars	Electric locomotives	Baggage and mail express cars	Cattle and box cars	Refrigerator cars	Platform cars	Coal and dump cars	Conductors' vans	Tool cars	Snow plows	Snow sweepers	Equipped with fenders	Equipped with stoves	Equipped with electric heaters
Box passenger cars																
Open passenger cars																

Miscellaneous Equipment.

	Total number
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock:	
Steel dump cars	3
Hand cars	2
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

Railway Owned, Leased and Operated (by Electric Power).

Railway owned, etc.	Owned	Held under lease or contract	Trackage over other railways	Total owned, leased, etc.	Total operated
Length of railway line	2.8		1	3.8	3.4
Length of second main track					
Total length of main track					
Length of sidings, switches, etc.					
Total, computed as single track					
Length of line under construction					

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DECEMBER 31, 1922.

Flour		Grain		Live stock		Lumber		Fuel		All other articles	Total tonnage	Remarks
Bbls.	Tons	Bush.	Tons	No.	Tons	Ft., B. M.	Tons	Cords	Tons			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DESCRIPTION OF ROAD BED, ETC.

Rails		Weight per yard		No. ties to mile	General remarks
Steel	Iron	Steel	Iron		
.....	.....	60 to 65 lb.	.....	2,600	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located.....

GRADE CROSSINGS WITH RAILROADS, ETC.

Grade crossings with railroads	Unprotected	How protected	Number of tracks at crossing	
			Railroad tracks	Railway tracks
Crossings of railways with railroads at grade (2 in number), viz.:—				
With G.T.R. spur line, Lancaster Street, Bridgeport	.....	Semaphore, etc.	.....	.....
With G.T.R. siding, Louisa Street, Kitchener	.....	Semaphore and derails	.....	.....
No. junctions with other railways	.....	.....	.....	.....
No. of overhead bridges	.....	.....	.....	.....
No. of highway crossings	.....	.....	.....	.....
Height of overhead bridges above rail level	.....	.....	.....	.....
Radius of sharpest curve	.....	.....	.....	.....
No. of feet per mile of heaviest gradient	.....	.....	.....	.....
Gauge of railway	.....	.....	.....	.....
Width of devil strip	.....	.....	.....	.....
Total number of tracks at crossings			.....	.....

Number of above crossings at which frogs are inserted in the tracks.....

GENERAL REMARKS AND EXPLANATIONS.

Junction with K. & W. Street Railway at Water Street, Kitchener.

Bridge over G.T.R. main line at Margaret Avenue, Kitchener.

SUMMARY OF ACCIDENTS TO PROPERTY.

December 31, 1922.

Accidents	Due to unavoidable causes		Due to carelessness of employees		Due to carelessness of other persons	
	Serious	Trivial	Serious	Trivial	Serious	Trivial
Damage to Company's property						
Damage to property of Municipality						
Damage to private property						
Total						

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and injured	From causes beyond their own control		From their own misconduct or carelessness		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers						
Employees						
Other persons						
Totals						

STATEMENT OF EACH ACCIDENT.

WAGES STREET RAILWAY COMPANIES OR RADIAL RAILWAYS.

	No. employed	Average No. of hours on duty per day	Wages per day		
			1st yr.	2nd yr.	3rd yr.
Inspectors					
Conductors, motormen	3		$3 00	to	$3 50
Starters					
Roadmen, linemen	1 to 3		3 00	to	3 50
Engineers					
Blacksmiths					
Firemen					
Electricians					
Armature winders					
Machinists and mechanics					
Car cleaners					
Average number of employees					
Watchmen					
Switchmen and crossing tenders					

Corporate Organization.

Corporate name and address of the Company: The Waterloo Wellington Railway Company, 86 King Street West, Kitchener, Ont.

Names and business address of principal officers: President, W. H. Breithaupt; Vice-President, G. M. Shirk; Treasurer, V. Brubacher.

Name of officer, and address, to whom correspondence regarding this report should be addressed: W. H. Breithaupt, President, 86 King Street West, Kitchener.

Names and residence of Board of Directors: William H. Breithaupt, Kitchener, Ont.; George M. Shirk, Bridgeport, Ont.; Louis J. Breithaupt, Kitchener, Ont.; Harvey J. Sims, Kitchener, Ont.; Mrs. M. B. Bauman, Kitchener, Ont.; Joseph H. Wuest, Kitchener, Ont.

ANALYSIS OF GROSS EARNINGS AND MISCELLANEOUS INCOME FOR YEAR ENDING DECEMBER 31, 1922.

Name of Railway.	From Passengers.	From Mail.	From Express, Parcels and Newspapers.	From Freight.	From Rentals of track, buildings and other prop'ty.	From Advertising.	From other Miscellaneous sources.	Total.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Buffalo & Fort Erie Ferry & Rly. Co.	Not sufficient	information f	or tabulation					
Cornwall Street	30,785 45	1,094 50	.....	31,490 92	.....	576 00	2,075 99	66,022 86
Fort William	183,352 14	749 50	.....	1,349 03	.....	957 00	66,334 95	25,742 62
Guelph Radial	65,730 23	468 29	.....	3,888 85	1,760 00	511 05	1,301 45	73,659 87
Hamilton & Barton Incline Rly. Co.	See statement.							
Hamilton Mountain Park Co., Ltd.	See statement.							
Hamiton Street	985,300 98	.....	.....	.....	3,769 27	725 00	165 78	989,961 03
Hamilton & Dundas	62,070 55	250 22	380 36	44 97	3,667 58	100 00	8,422 12	74,935 80
Hamilton, Grimsby & Beamsville	144,262 28	750 00	8,370 91	35,796 03	11,775 02	350 00	1,066 81	202,371 05
Huntsville & Lake of Bays (steam)	2,544 02	35 00	4,239 32	.....	.....	193 35	820 31	7,832 00
International Transit	65,428 66	400 00	.....	.....	.....	675 00	144 24	66,647 90
Kingston, Portsmouth & Cataraqui	68,868 23	.....	.....	.....	1,741 34	450 00	1,607 41	12,666 98
Kitchener & Waterloo	104,253 97	3,090 76	165 16	.....	3,040 61	723 13	.....	111,273 63
Lake Huron & Northern Ontario (steam)	Not operated	during past y	ear.					
London Street	586,442 16	2,695 00	.....	.....	408 50	3,874 96	1,163 24	594,583 86
Midland & Simcoe	Operated for s	witching purp	oses only.					
Mount McKay & Kakabeka Falls	.....	.....	.....	.....	.....	.....	9,948 46	9,948 46
Niagara Falls Park and River	100,975 43	628 10	121 70	.....	3,112 66	568 82	38,494 39	143,901 10
Port Arthur Civic	190,393 37	150 70	.....	.....	111 71	933 00	711 35	192,300 13
Sandwich, Windsor & Amherstburg	538,111 32	3,597 32	1,582 20	24,726 57	1,220 94	.....	13,436 05	582,674 40
Sarnia Street	66,744 23	2,211 00	3,292 04	10,529 62	.....	.....	5,396 56	88,173 45
St. Thomas Civic	27,235 50	.....	.....	.....	.....	441 85	1,691 65	29,369 00
Sudbury-Copper Cliff Suburban	38,368 43	.....	.....	.....	8 00	947 50	14 80	39,338 73
Thurlow (steam)	.....	.....	.....	47,000 00	.....	.....	2,336 95	49,336 95
Toronto & York Radial	Not reported.							
Toronto Transportation Commission	*15,455,337 29	.....	.....	.....	18,638 02	.....	249,506 91	15,723,482 22
Waterloo-Wellington	8,883 34	599 50	22 40	.....	628 25	.....	289 39	10,422 88

* Report is for the 16 months previous to December 31, 1922.

TABULATION OF CAR MILES RUN, PASSENGERS CARRIED, ACCIDENTS, ETC.

For Year Ending December 31, 1922.

Name of Railway	Length of track owned, miles	Length of Switches and sidings, miles	Passenger car miles run	Passengers carried	Passengers carried per mile of main track operated	Accidents		Number of men employed	Passenger Cars			Other Service Cars							Loading cranes	Miscell.		Cost of railway construction, equipment, land and buildings per mile of track owned
						Killed	Injured		Enclosed Cars	Open Cars	Trailers	Baggage and mail	Cattle and box	Platform	Coal dump	Tool	Snow sweepers	Snow plows		Locomotives	Ferry boats	
Buffalo & Fort Erie Ferry & Ry. Co.	Not	sufficient	information	for tabulation.																		
Cornwall Street	4.	2.5	196,000	649,709	162,427	....	.....	29	8	1	.....	.....	.....	.....	.....	.....	1	....	....	.....	.....	42,633 06
Fort William	23.172	.730	.....	.....	.....	....	.....	.....	18	1	5	.....	.....	.....	.....	.....	1	1	....	.....	.....	45,686 55
Guelph Radial	8.490	1.560	219,976	1,310,372	154,343	....	6	36	13	....	.....	.....	.....	1	....	1	1	....	....	.....	.....	40,988 97
Hamilton & Barton Incline Ry.	See	Statement																				
Hamilton Mountain Park Co. Ltd	See	Statement																				
Hamilton Street	17.4	16.3	2,698,545	20,582,376	610,753	....	36	406	78	19	14	....	.....	.....	.....	1	4	....	....	.....	.....	71,027.24
Hamilton & Dundas	6.048	1.6	193,994	1,042,593	136,322	....	7	33	1	2	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	29,212 82
Hamilton, Grimsby & Beamsville	22.6	3.6	383,397	1,007,778	38,465	....	7	75	8	2	.....	4	.....	.....	.....	.....	.....	.....	....	.....	.....	19,051 48
Huntsville & Lake of Bays (steam)	1.438	.312	††	17,417	17,417	....	.....	6	2	2	.....	2	....	5	.....	.....	.....	.....	....	.....	.....	17,245 81
International Transit	4.97	.09	229,676	1,441,303	63	....	1	20	14	....	3	.....	.....	.....	.....	.....	1	.....	....	.....	.....	68,814 80
Kingston, Portsmouth & Cataraqui	8.	.....	199,680	881,750	110,219	.....	.....	19	8	12	.....	.....	.....	.....	.....	.....	2	1	....	.....	.....	
Kitchener & Waterloo	5.70	.38	263,399	2,571,590	451,160	1	1	38	15	2	5	.....	.....	.....	.....	1	1	.....	....	.....	.....	51,514 45
Lake Huron & Northern Ont. (steam)	Not	operated	during past	year.																		
London Street	36.10	.....	1,853,622	13,413,945	.....	1	90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	42,864 28
Midland & Simcoe	Opera	ted for s	witching pur	poses only.																		
Mount McKay and Kakabeka Falls	5.	1.5	††	.....	††	....	.....	10	....	....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	58,621 48
Niagara Falls Park & River	23.116	1.370	273,503	1,166,218	50,451	....	15	38	11	16	.....	2	....	2	....	.....	.....	1	....	.....	.....	
Port Arthur Civic	12.43	6.10	550,128	3,122,578	.....	....	6	49	18	3	.....	1	.....	.....	.....	.....	.....	2	....	.....	.....	34,043 30
Sandwich, Windsor & Amherstburg	42.355	4.668	1,499,477	9,874,785	233,143	1	133	153	46	....	6	2	3	2	....	1	.....	.....	....	.....	.....	57,860.56
Sarnia Street	8.25	1	205,694	1,157,652	135,152	.....	.....	30	10	....	2	1	.....	.....	.....	.....	.....	.....	....	.....	.....	28,235 91
St. Thomas Civic	6.5	.095	††	549,801	††	.....	.....	15	9	4	.....	.....	.....	.....	.....	.....	1	.....	....	.....	.....	11,971 19
Sudbury, Copper Cliff Suburban	7.9	.....	106,421	525,488	66,513	....	.....	6	....	5	.....	.....	.....	.....	.....	.....	.....	1	....	.....	.....	28,028 99
Thurlow (steam)	2.671	2.766	††	.....	††	....	.....	14	....	....	.....	....	4	2	13	....	....	.....	....	3	....	7,887 06
Toronto and York Radial	Not	reported																				
Toronto Transportation Commission	*180 835	24.253	35,558,357	249,015,476	.....	21	1874	.....	863	....	108	....	.....	.....	.....	39	25	....	....	.....	.....	170,661 08
Waterloo-Wellington	2.8	.....	35,800	171,481	50,421	.....	.....	4	....	....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	27,334 57

††Car miles not reported.
*Report is for the 16 months previous to December 31st, 1922.

TABULATION OF COMPARISON WITH PREVIOUS YEAR AS TO CAR MILES RUN, PASSENGERS CARRIED, ETC.

Name of Railway.	Length of Track.		Car Miles Run.		Passengers Carried.		Accidents.				Net Earnings.	
							Killed.		Injured.			
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
											$ c.	$ c.
Buffalo & Fort Erie Ferry & Rly. Co.	Not sufficient information for tabulation.											
Cornwall Street	No change.		2,000	.....	13,824	.....	.....	.....	1	.....	14,565 18	.....
Fort William	1,433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	b 4,628 22
Guelph Radial	No report received last year.											
Hamilton & Barton Incline Rly.	See statement.											
Hamilton Mountain Park Co., Ltd.	See statement.											
Hamilton Street	No change.		.....	140,393	.....	2,482,548	.....	.....	.....	22	49,945 61	.....
Hamilton & Dundas	No change.		3,832	.....	.....	36,829	.....	.....	6	.....	.....	b 3,600 11
Hamilton, Grimsby & Beamsville	No change.		.....	38,146	.....	10,810	.....	.....	4	.....	a5,537 00	.....
Huntsville & Lake of Bays (steam)	No change.		.....	.....	114	.....	.....	.....	.....	1	528 57	.....
International Transit	.38	.....	.....	13,112	.....	300,371	.....	.....	.....	.....	a 1,049 27	.....
Kingston, Portsmouth & Cataraqui	No change.		No change.		.....	311,423	None in either year.		.....	2	.....	13,775 94
Kitchener & Waterloo	No change.		11,260	.....	238,176	.....	1	.....	1	.....	.....	591 94
Lake Huron & Northern Ont. (steam)	Not operated during past year.											
London Street	No change.		70,347	.....	.....	1,452,621	.....	.....	9	.....	15,147 83	.....
Midland & Simcoe	Operated for switching purposes only.											
Mount McKay & Kakabeka Falls	No change.		No change.		.....	.....	None in either year.				a 3,757 06	.....
Niagara Falls Park & River	No change.		.....	75,853	.....	714,402	.....	.....	.....	2	.....	b25,486 14
Port Arthur Civic	No change.		.....	73,879	.....	56,262	.....	.....	2	.....	18,208 79	.....
Sandwich, Windsor & Amherstburg	No report received last year.											
Sarnia Street	No change.		No change.		.....	178,551	None in either year.				7,431 50	.....
St. Thomas Civic	.980	.....	.....	.....	98,450	.....	1	.....	2	.....	a15,383 06	.....
Sudbury-Copper Cliff Suburban	No change.		.....	41,899	.....	167,580	None in either year.				.....	3,978 59
Thurlow (steam)	No change.		Not reported.		Not reported		No change.				6,636 71	.....
Toronto & York Radial	Not reported.											
Toronto Transportation Commission	No report received last year.											
Waterloo-Wellington	No change.		No change		.....	1,890	None in either year.				.....	b 2,406 85

(a) Decrease in deficit in year's operation.
(b) Increase in deficit in year's operation.

TABULATION OF OPERATING COSTS FOR THE YEAR ENDING DECEMBER 31, 1922.

Name of Railway.	General Expenses.	Maintenance Roadbed and Buildings.	Maintenance Equipment.	Motive Power.	Wages.	Damages to persons and property.	Miscellaneous.	Total.	Operating cost per car mile run.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	cents.
Buffalo & Fort Erie Ferry & Rly. Co	Not sufficient information for tabulation.								
Cornwall Street	7,532 77	3,540 19	8,454 78	2,886 34	19,489 60	38 97	235 76	42,178 41	19.536
Fort William	15,748 83	16,457 11	32,530 75	22,508 32	62,755 76	.....	12,071 92	162,072 69	25.828
Guelph Radial	14,034 50	6,829 86	15,099 33	10,029 28	25,318 26	.....	891 36	72,202 59	32.823
Hamilton & Barton Incline Rly.	See statement.								
Hamilton Mt. Park Co., Ltd	See statement.								
Hamilton Street	45,553 87	66,659 86	135,587 04	86,660 04	372,951 20	39,412 23	74,355 84	820,180 08	30.393
Hamilton & Dundas	6,094 88	20,671 39	2,733 00	12,380 04	30,991 89	2,470 89	20,927 11	96,269 20	49.625
Hamilton, Grimsby & Beamsville	17,031 72	34,213 30	28,899 32	30,677 96	58,555 10	6,657 47	35,425 92	211,460 79	55.157
Huntsville & Lake of Bays (steam)	249 54	250 00	894 88	.....	2,197 26	.....	893 82	4,485 50	‡
International Transit	7,276 85	2,595 47	10,032 64	11,250 00	20,259 40	.....	3,848 11	55,262 47	24.061
Kingston, Portsmouth & Cataraqui	10,309 59	7,711 74	15,211 57	6,204 66	22,922 20	118 90	7,835 42	70,314 08	35.214
Kitchener & Waterloo	11,358 08	4,704 38	9,418 18	12,475 66	41,604 51	417 78	1,216 51	81,195 10	30.825
Lake Huron & Northern Ontario (steam)	Not operated during past year.								
London Street	41,149 72	57,071 44	68,180 05	38,806 78	252,072 98	19,645 95	18,059 36	494,986 28	26.704
Midland & Simcoe	Operated for switching purposes only.								
Mt. McKay & Kakabeka Falls	1,438 76	965 93	583 04	.....	893 53	300 00	24,220 96	28,402 22	‡
Niagara Falls Park & River	23,789 42	21,517 89	13,759 67	10,465 68	50,746 69	13,549 77	7,856 28	141,685 40	51.804
Sandwich, Windsor & Amherstburg	65,729 60	32,043 35	67,384 20	50,599 08	186,531 78	.....	30,534 27	435,822 28	29.065
Port Arthur Civic	13,100 70	10,424 49	27,400 26	20,172 43	51,078 78	276 79	11,174 06	133,627 51	24.290
Sarnia Street	9,263 39	7,495 42	18,188 21	9,732 33	19,020 85	20 00	15,976 28	76,694 38	33.883
St. Thomas Civic	8,427 00	853 94	877 60	6,044 33	20,731 50	.....	71 50	37,005 87	‡
Sudbury-Copper Cliff Suburban	6,829 03	2,621 49	6,271 73	5,000 40	10,145 62	.....	2,679 13	33,547 40	31.523
Thurlow (steam)	.....	15,281 43	4,357 60	.....	7,451 80	.....	7,792 70	34,883 53	‡
Toronto & York Radial	Not reported.								
Toronto Transportation Com	†708,183 37	684,550 78	1,584,393 76	1,499,606 29	6,222,477 53	134,065 11	85,043 84	10,918,320 68	30.705
Waterloo-Wellington	2,258 42	827 11	730 61	3,109 12	2,895 93	12 73	35 77	9,869 69	27.569

† This report is for the 16 months previous to December 31, 1922.
‡ Car miles not reported.

TABULATION OF CHARGES OTHER THAN OPERATING COSTS FOR YEAR ENDING DECEMBER 31ST, 1922.

Name of Railway	Interest on Funded Debt	Interest and Discount on Unfunded Debts	Taxes	Transfers to Special Accounts	All Charges other than Operating Costs	Total Expenditure excluding Operating Costs	Total Expenditure including Operating Costs	Total Revenue from all sources	Per Car mile run		Net Deficit from year's Operation	Net Surplus from year's Operation
									Total Expenditure	Total Revenue		
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	cents	cents	$ c.	$ c.
Buffalo & Fort Erie Ferry & Ry. Co	Not sufficient information for tabulation											
Cornwall Street	.....	.....	1,363 34	.....	49,611 91	1,381 17	43,559 58	66,022 86	20,175	30,534	.....	22,463 28
Fort William	65,184 32	.....	.....	35,509 21	105,579 38	‡65,184 32	‡227,257 01	252,742 62	36,215	40,277	10,023 60	.....
Guelph Radial	20,411 96	.....	3,176 81	.....	23,588 77	23,588 77	95,791 36	73,659 87	43,546	33,485	22,131 49	.....
Hamilton & Barton Incline Ry Co	See statement											
Hamilton Mountain Park Co. Ltd	See statement											
Hamilton Street	14,377 80	10,090 63	100,417 22	.....	175,901 24	124,886 15	946,066 23	989,961 03	35,058	36,685	.....	43,894 80
Hamilton & Dundas	5,000 00	.....	1,974 30	.....	12,094 17	6,974 30	103,243 50	74,935 80	53,219	38,628	28,307 70	.....
Hamilton, Grimsby & Beamsville	7,500 00	11,188 78	5,482 98	.....	43,688 40	24,171 76	235,632 55	202,371 05	61,592	52,732	33,261 50	.....
Huntsville & Lake of Bays (steam)	.....	.....	64 00	.....	†3,987 01	†1,732 00	†6,217 50	7,832 00	††	††	.....	1,614 50
International Transit	3,125 00	6,920 65	1,287 62	.....	31,590 93	31,590 93	a120,202 64	b110,424 66	a52,336	b48,078	9,777 98	.....
Kingston, Portsmouth and Cataraqui	.....	4,000 00	1,129 80	3,294 37	8,824 17	‡5,529 80	‡75,843 88	72,666 98	37,983	31,384	6,471 27	.....
Kitchener & Waterloo	8,584 83	.....	461 85	18,967 19	28,013 87	‡9,046 68	‡90,241 78	111,273 63	34,261	42,245	.....	2,064 66
Lake Huron & Northern Ont. (steam)	Not operated during past year											
London Street	23,884 00	759 67	9,976 86	.....	†89,887 40	†88,873 85	†583,860 13	594,583 86	31,499	32,077	.....	10,723 73
Midland & Simcoe	Operated for switching purposes only.											
Mount McKay & Kakabeka Falls	.....	.....	431 92	.....	431 92	431 92	28,834 14	9,948 46	††	††	18,885 68	.....
Niagara Falls Park & River	30,000 00	.....	13,605 22	.....	53,682 26	53,682 26	195,367 66	143,901 10	71,431	52,613	51,466 56	.....
Sandwich, Windsor & Amherstburg	135,604 89	.....	3,367 43	.....	138,972 32	138,972 32	574,794 60	582,674 40	38,333	38,858	.....	7,879 80
Port Arthur Civic	31,278 49	1,194 84	208 17	23,997 56	57,357 01	‡33,359 45	‡166,986 96	192,300 13	30,354	34,955	.....	1,315 61
Sarnia Street	6,972 05	884 00	1,404 66	.....	9,260 71	9,260 71	86,666 43	88,173 45	42,133	42,866	.....	1,507 02
St. Thomas Civic	5,397 06	715 30	.....	.....	6,112 36	6,112 36	43,118 23	29,369 00	††	††	13,749 23	.....
Sudbury, Coppet Cliff Suburban	4,500 00	3,200 00	.....	.....	7,700 00	7,700 00	41,247 40	39,338 73	39,698	36,965	1,908 67	.....
Thurlow (steam)	.....	.....	26 70	.....	7,545 97	7,545 97	42,429 50	49,336 95	††	††	.....	6,907 45
Toronto & York Radial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto Transportation Commission	*2,017,220 10	38,455 20	50,294 20	1,437,934 97	4,695,692 55	‡3,257,757 58	‡14,176,078 26	15,723,482 22	39,867	44,219	.....	109,468 99
Waterloo-Wellington	3,600 00	827 56	610 38	.....	5,037 94	5,037 94	14,907 63	10,422 88	41,641	29,115	4,484 75	.....

††Car miles not reported.
†Includes dividend when paid.
(a)Includes $43,776.76 gross earnings from Ferry operation.
(b)Includes $33,349.24 operating expenses on Ferry operation.
‡Does not include transfer to special accounts.
*Report is for the 16 mos. previous to Dec. 31, 1922.

TABULATION OF ASSETS AND LIABILITIES AS OF DECEMBER 31, 1922.

Name of Railway.	Authorized Capital Stock.	Assets.			Liabilities.					Surplus.
		Cost of Railway Equipment, Land and Buildings	Cash and other Assets.	Deficit.	Capital Stock outstanding.	Funded Debt.	Current Liabilities.	Accrued Liabilities.	Reserve and other Special Funds.	
	$	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Buffalo & Fort Erie Ferry & Rly. Co	Not sufficient information for tabulation.									
Cornwall Street	200,000	277,114 95	11,389 41	.....	200,000 00	65,000 00	1,647 93	1,029 76	19,777 29	1,049 38
Fort William	.....	1,092,000 00	653,112 61	264,073 35	.....	‡ 1,317,000 00	7,193 44	277,344 89	407,647 63	.....
Guelph Radial	a	411,939 16	33,243 29	1,932 01	.....	294,994 31	140,403 96	6,710 50	5,005 69	.....
Hamilton & Barton Incline Rly	See statement.									
Hamilton Mountain Park Co., Ltd	See statement.									
Hamilton Street	1,205,000	2,403,618 00	8,576 96	.....	1,205,000 00	300,000 00	274,380 26	332 85	295,192 30	337,289 65
Hamilton & Dundas	100,000	223,419 62	7,818 03	27,447 99	100,000 00	100,000 00	28,214 92	.....	30,470 72	.....
Hamilton, Grimsby & Beamsville	235,000	499,148 81	15,132 26	223,322 37	235,000 00	150,000 00	234,416 21	1,632 79	116,554 44	.....
Huntsville & Lake of Bays (steam)	50,000	30,180 16	1,104 48	.....	27,800 00	.....	870 14	.....	2,000 00	614 50
International Transit	150,000	545,675 04	13,469 47	.....	150,000 00	80,996 87	119,105 50	14 90	140,854 16	68,173 08
Kingston, Portsmouth & Cataraqui	83,100	not reported.		.....	83,100 00	100,000 00	4,848 26	2,164 98	13,715 46	25,061 74
Kitchener & Waterloo	.....	313,207 86	19,799 65	.....	.....	181,542 19	2,058 05	19,927 28	127,415 33	2,064 66
Lake Huron & Northern Ontario (steam)	Not operated during past year.									
London Street	750,000	1,547,400 34	56,614 43	.....	637,480 00	475,000 00	47,696 65	10,438 05	324,673 75	108,726 32
Midland & Simcoe	Operated for switching purposes only									
Mount McKay & Kakabeka Falls	500,000	381,039 66	65,786 18	27,636 00	386,955 00	.....	3 92	.....	87,502 97	.....
Niagara Falls Park & River	The International Rly. Co. with which this railway is now operated reports inability to furnish data for tabulation.									
Port Arthur Civic	.....	666,237 35	430,365 56	.....	.....	‡666,237 35	41,911 19	21,497 75	365,632 40	1,324 22
Sandwich, Windsor & Amherstburg	500,000	2,720,777 38	328,073 67	.....	c 397,000 00	189,000 00	1,098,422 81	36,341 83	1,316,689 91	11,396 50
Sarnia Street	90,000	261,182 15	1,068 29	.....	90,000 00	90,700 00	17,464 18	.....	64,086 26	.....
St. Thomas Civic	.....	78,950 00	715 92	.....	.....	‡110,293 17	.....	.....	.....	.....

TABULATION OF ASSETS AND LIABILITIES AS OF DECEMBER 31, 1922—*Continued.*

Name of Railway.	Authorised Capital Stock.	Assets			Liabilities.					Surplus.
		Cost of Railway Equipment, Land and Buildings	Cash and other Assets.	Deficit.	Capital Stock outstanding.	Funded Debt.	Current Liabilities.	Accrued Liabilities.	Reserve and other Special Funds.	
Sudbury-Copper Cliff Suburban	250,000	221,428 97	105,955 27	.....	173,100 00	115,000 00	8,488 42	7,700 00	.....	23,095 82
Thurlow (steam)	50,000	42,827 59	a44,541 61	.....	25,000 00	.....	.....	.....	.....	62,369 20
Toronto & York Radial.	Not reported.									
Toronto Transportation Commission	x	35,100,538 83	6,668,735 12	.....	*	‡26,334,180 65	1,969,463 80	124,894 50	4,045,190 82	109,468 99
Waterloo-Wellington	400,000	76,536 80	1,614 56	17,063 31	19,200 00	.....	16,014 67	.....	60,000 00	.....

‡ Municipal Debentures.
* There is also a Contingent Liability re Toronto Railway Company award and interest thereon less payment on account, $9,186,075.19.
a Deficit, November 1, 1921, to October 31, 1922, charged to City of Guelph as per agreement, of $22,911.51.
x Report is for the 16 months previous to December 31, 1922.
c $397,000.00 includes $100,000.00 stock of the former Windsor & Tecumseh Railway.

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